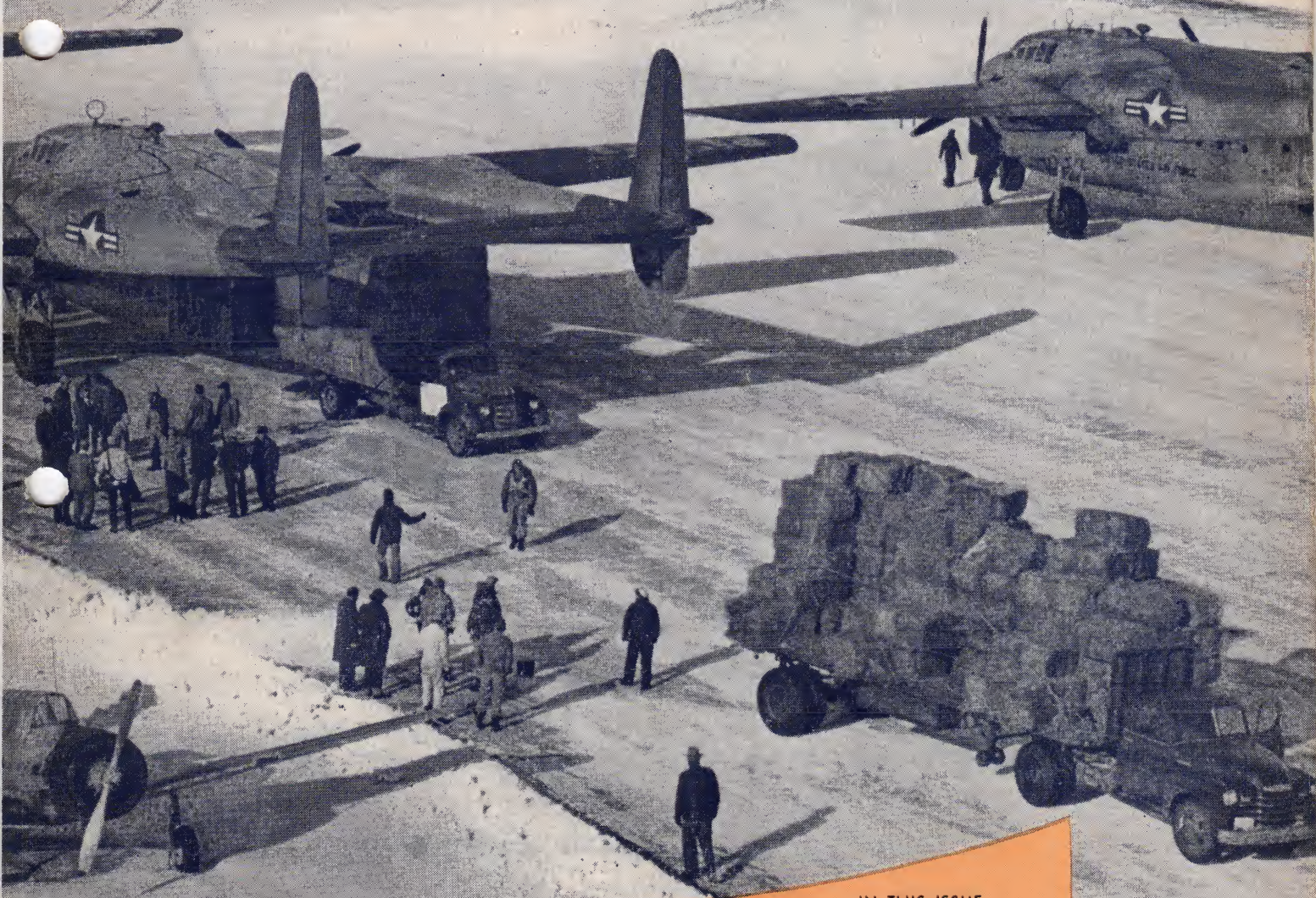


The **T**International **eamster**



MARCH 1949



IN THIS ISSUE

Teamsters' Role
in the
BATTLE OF THE BLIZZARDS

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222 East Michigan Street

INDIANAPOLIS 4, INDIANA

The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

Vol. 46

MARCH, 1949

No. 3

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Union Wages of Truck Drivers and Helpers

A compilation by the U. S. Department of Labor shows basic hourly rates for organized motor truck drivers and their helpers increased 9 per cent between July 1, 1947, and July 1, 1948, raising the hourly rate index (June 1, 1939, equals 100) to 175.1. This overall increase represented an eleven-cent-an-hour gain for both 76 per cent of the drivers and 84 per cent of the helpers studied, bringing the levels of minimum hourly pay to \$1.43 for drivers and \$1.18 for helpers. Through contract negotiations during the one-year period, over half the drivers and helpers were working under agreements providing minimum hourly scales of at least \$1.45 and \$1.25, respectively. Numerous increases have become effective since July 1, 1948, the date to which the survey relates.

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Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.

SUBSCRIPTION RATES

Per Annum, \$2.50; Single Copies, 25 Cents
 (All Orders Payable in Advance)

POSTMASTERS—ATTENTION: Change of address cards on Form 3578P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, 222 East Michigan Street, Indianapolis 4, Indiana. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1103, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A.

General Executive Board Meets

THE GENERAL Executive Board opened its regular meeting in the Alcazar Hotel, Miami, Fla., on February 9, 1949.

General President Tobin called the meeting to order at 10 a. m. All members were present with the exception of Vice President McLaughlin, who was unable to attend upon advice from his physician. By unanimous action of the General Executive Board, The General President was instructed to wire Vice President McLaughlin expressing the hope that he would be fully recovered and able to attend the next meeting of the Board; also stating that we missed him very much.

Report on Strike

President Tobin called upon Dave Kaplan to report on the strike of Local No. 802, Bakery and Pastry Drivers and Helpers of New York. Mr. Kaplan made a lengthy report stating all of the conditions surrounding the trouble in Local No. 802. The Board decided to invite representatives of Local Nos. 802, 550 and 194 to appear before the Board and make further explanations of the cause of the misunderstandings for the purpose of having the Board more fully informed as to the conditions.

Secretary Tobin Speaks

At about this time in the proceedings, Secretary of Labor Maurice Tobin attended a session of the General Executive Board and gave to the Board members his opinions and suggestions dealing with the Taft-Hartley Law. Many of the Board members knew Secretary of Labor Maurice Tobin intimately; he was no stranger to many of us. The Board expressed its appreciation for the understanding statements that he made and for the tribute he paid to the Teamsters' Union.

President Tobin read a letter

Session Opened February 9; Important Decisions Rendered in Several Disputes; Construction Of Carage Terminals in New York Endorsed

by **DANIEL J. TOBIN**

from Mrs. Helen Picago, wife of a former well-loved Organizer of the International Brotherhood of Teamsters who passed away about a year ago. The Board decided on certain action in the case of certain information contained in the letter and referred the matter to the General President and General Secretary-Treasurer for action as ordered by the General Executive Board.

The General President brought to the attention of the Board the stoppage of work by Local 265, Taxi Cab Drivers in San Francisco. The General President stated that the stoppage of work took place before the International Executive Board had an opportunity of acting on the request for endorsement. The General Executive Board reaffirmed its previous decision on this stoppage of work.

Conference Explained

James Hoffa, International Trustee and Representative of the Teamsters' Unions in Michigan, appeared before the Board and explained all or very nearly all that took place in Chicago at a recent very important conference held by the representatives of the local unions engaged in the truck-a-way and drive-a-way operations throughout the country. Due to the explanations of Brother Hoffa the General Executive Board decided to invite one or two of the representatives of this branch of our craft to come before the Board for the purpose of receiving and obtaining more information relative to this class of employment.

Later on during the meetings those representatives invited did appear and better understandings were obtained as a result of a conference held in the City of Miami where the General Executive Board was meeting.

Appeal Overruled

An appeal was received from Local Union No. 259, Newspapers, Chauffeurs, Distributors and Helpers of Boston, against a certain decision made by Joint Council 10 of Boston. The General Executive Board denied the appeal and by overruling the appeal confirmed the action of the Joint Council.

The next question before the Board was a request from Local Union No. 337 of Detroit, Mich., involving 1,448 drivers and warehousemen engaged in the handling and distribution of foods. Brother James Hoffa stated that the union had gone so far as to offer arbitration and that the employers, up to now, had refused. It was further stated that the union was trying to establish uniform wages for this kind of work in the district.

Strike Sanction Granted

After fully discussing the matter, the General Executive Board granted the request for strike sanction on the conditions that a further offer of arbitration be made by the representatives of the Joint Council or the union and if refused the union was authorized to stop work and strike benefits and any other assistance possible would be granted to

members of Local Union No. 337.

Local Union No. 557, Freight Drivers and Helpers, Baltimore, Md., asked for strike sanction involving approximately 140 members who were engaged in haul-a-way and drive-a-way automobiles. The matter was fully discussed and a committee of the Board was appointed to look into the matter and endeavor to contact the chief representative of the employers. The committee later reported that this representative of the employers came to Miami, discussed the matter and refused to move from his previous stand which was distinctly against the union demands.

Organizing Film

Request for strike sanction was granted with the understanding that the committee again endeavor to convince the representative of the employers of the necessity of negotiating and endeavoring to reach an agreement. Failing to do so, the strike request was granted by the General Executive Board and financial benefits guaranteed.

A recess was called at this time and a moving picture was shown to the members of the General Executive Board and their wives and members of their families and all those visitors of the Teamsters who were present. The picture dealt with the organizing activity of the Western Conference of Teamsters. The writer has seen the picture and commends the Western Conference of Teamsters for this splendid work in this line as the picture is not only deeply interesting but of a highly educational character.

Controversy Discussed

There appeared before the Board on another matter in controversy, James Hoffa of Detroit, Mich., and Joseph DeLavan, representing Local No. 713 of Chicago. The misunderstanding obtaining resulted from the fact that Local No. 713 had refused to go along with the wage conditions established by

drive-a-way or truck-a-way finished automobiles from one point to another.

It was stated by Brother Hoffa that 95 per cent of the unions involved in doing this work had agreed to the set up and settlement made between the unions and the employers which substantially granted a 15-cent-an-hour increase over present working conditions. Local Union No. 713, however, did not go along and had called some of their men out on strike in violation of a promise one of the officers of that union had made to Vice President Beck and in the presence of Secretary-Treasurer English.

Board Recommendation

The General Executive Board advised Local No. 713 that it should go along with the majority of the local unions, who, after long conferences, had reached what the Board believes to be a splendid agreement with their employers. Local No. 713, however, stood on its right to try to get better conditions.

The General Executive Board referred the subject matter, for the purpose of trying to bring about a better understanding and agreement, to the International officials. At this writing the matter seems to be clearing up.

Seek Informed Appointee

It was called to the attention of the Board by General President Tobin that a vacancy now existed in the Interstate Commerce Commission and it was suggested that the General President use every influence within his power to try to get an individual appointed on that Interstate Commerce Commission to fill the position who would know something of the over-the-road work of the general organization in which there are over 100,000 of its members employed. It was brought out that the present membership of the Interstate Commerce Commission is poorly informed on over-the-road trucking, its hazards, its dan-

gers and its inadequate mileage pay to employees.

The General President was empowered and authorized to do what he could to advocate someone for the vacancy, who would at least understand the dangers confronting, first, the public and secondly our membership.

Studies I.C.C. Problems

The General President advised the Board later that he was in contact with ex-Senator Wheeler, concerning our presentation of the truck leasing case now before the I.C.C.

Representatives of the Port Authority of New York and New Jersey, and representatives of Local Union No. 478 of Newark, appeared before the General Executive Board. A long discussion took place on the subject matter of building garage terminals by the Port Authority of New York. The General Executive Board was sympathetic with this movement because of the necessity of relieving congested traffic in large cities.

The Board appointed a committee to go into the whole matter, work in conjunction with the Port Authority of New York and local unions involved to the end that a full understanding may be reached in the near future so that harmonious relations will obtain. The success of the building of those terminals which, as stated above, are very necessary, may be the means of inspiring other large cities, such as Chicago, Cleveland, Los Angeles, and others to follow the example of the Port of Authority of New York.

Committee Named

The committee appointed by the General President consisted of Frank Brewster of Seattle, representing the Western States, John O'Brien of Chicago, representing the Great Lakes District in the central part of the nation, and Edward Crumbock, representing the Eastern States. Executive Vice President Beck will act as chairman of this

committee. Frank Tobin and Dave Kaplin will act as technical advisors. Executive Vice President Beck has called a meeting of this committee in New York on March 21 in the office of Mr. Kaplin, 265 West 14th Street.

Strike Settled

President Tobin called to the attention of the Board the Taxi Cab strike in Philadelphia involving Local Union No. 156. He stated that the strike was not endorsed by the International Union because the local union failed to comply with the laws. At this writing we have seen in the papers that the strike has been settled. It was suggested and approved by the Board that the Cab

Drivers return to work and enter into negotiations towards settlement which, as stated above, was done through Brother John Backus, who happened to be in Miami at that time. Brother Backus sent the message under the authority and desire of the General Executive Board. We believe the message had a tendency to bring about the eventual settlement.

The next matter to come before the Board was the appeal of Frank Mascaro of Local Union No. 933, denying him the right to act as President of Local No. 933. Mascaro, it seems, during the contest for election, showed certain literature that the membership of the local and the joint council believed was anything

but decent or creditable. In this literature, it is contended, he insinuated certain conditions which did not prevail and which were, they believed, in violation of his obligation. Therefore, the local union found him guilty and the joint council sustained the local union.

Referred to Committee

After fully hearing the case, the General Executive Board decided that, under ARTICLE IV, Section 4 (c) that the matter be referred to a committee to investigate the whole matter and make a report to the General Executive Board before the next meeting of the Board which may be held at the end of May or the beginning of June.

AFL Council Has Busy Session

Repeal of Taft-Hartley, Hobbs and Lea Acts To Get Top Priority in Federation Program

As a climax to one of its busiest sessions in many years, the American Federation of Labor Executive Council served notice that the AFL's legislative efforts during the current session of Congress will be concentrated chiefly on wiping the Taft-Hartley Act from the books.

The council also said it would strive for repeal of the discriminatory Hobbs and Lea Acts, which are directed against organized labor and the Teamsters, in particular.

Other Planks

While it will fight primarily for repeal of the anti-labor statutes, the Executive Council emphasized that other planks of the federation's legislative program also will receive complete attention.

Included in the council's legislative program are vigorous and progressive endorsements in the matters of foreign policy, national defense, inflation control, housing, social justice, Labor Department and government employees.

One of the council's top objectives is a long-range, comprehensive housing program. In its statement on housing, the council declared:

"We are alarmed by the acute housing shortage which still confronts the nation almost four years after the war. . . . We should now be building at least 1,500,000 homes annually, but last year private builders constructed only 925,000 dwellings, most of them at prices which workers could not afford."

In its concluding sessions, the Executive Council also recognized a problem in Canada concerning the growth of Communists' power in the Canadian Trades and Labor Congress.

After reviewing documentary and oral testimony regarding the dispute between officers of the Trades and Labor Congress and representatives of the AFL, the council declared the situation "discloses a shocking picture influence wielded by the Communists in Canada in the affairs of the Trades and Labor Congress."

Asserting that the council wishes to maintain a "fine relationship" with the Trades and Labor Congress, the AFL executive body flatly warned:

"We wish to state very emphatically, however, that this can only be achieved on the basis of the tried and true principles that have characterized free trade unionism on this continent during the last century.

"We will not and cannot accept a solution to our difficulties which in any way represents a compromise with the Communists."

Support Foreign Policy

In the field of foreign policy, the Executive Council backed the President's firm policy toward Russia "as the only practical way to attain eventual world peace." The AFL group urged sufficient funds for ECA to conclude its successful work.

The Executive Council, regarding inflation control, declared:

"We prefer voluntary methods to resumption of price controls, which should be employed only as a last resort. If taxes should be increased, the burden should be placed upon those best able to pay. Taxes in low-income groups, who were given the least measure of relief in the last tax law, should not be raised."

Gypsies Tell Own Misfortunes

THE Interstate Commerce Commission investigation of truck leasing ended on January 27, after a week devoted to listening to the sorry plight the gypsy trucker encounters in this industry. The record now reveals that a major source of new capital for the trucking industry lies in enticing war veterans and other innocent victims into the gypsy artifice, working them as much as 100 hours a week, paying them with "buttons and bows," dissipating all the money that the newcomers could gather, and then pushing them abruptly out of the business buried under legal action and similar grief.

Sympathy Wasted

The "small business man," who is now prattling around Washington and the state capitals, pleading that his government save him from the big monopolies, inflicts the above-mentioned treatment on his employees. Lots of sympathy is being wasted today on the make believe "small business man." The legitimate small business man's complaint against big business should not become a smoke screen to hide his treatment of the truck driver.

Long Hours, Little Pay

Mr. Harold Brainerd of Cleveland, a former pilot officer on a B-24, testified that he bought a tractor for \$8,900 with a down payment of \$2,000, and a GI loan through an Ohio bank; he was an owner operator for Continental Transportation Company of Cleveland and the Associated Transport Company for 1½ years; he lost his \$2,000, and the bank took the tractor away from him; even though he operated excessive hours he was unable to meet payments on his equipment; on trips from Cleveland, Ohio, to Springfield, Mass., (a distance of 600 miles) he received for

Veterans, Other Innocent Victims of Leasing Schemes Relate How They Sacrificed Cash, Worked Long Hours, Then Were 'Pushed Out'

his labor \$3.00; at one period, he operated for 26 hours without sleep; was not covered at any time by industrial compensation, social security, or unemployment insurance.

Lost \$6,000 Payment

Mike Marco of Cleveland, who is now a laborer on the New York Central Railroad, and whose wife works in a baby goods store, has two trucks which the Central National Bank of Cleveland is reluctant to foreclose since the bank has too many trucks on its hands at present. His experience in the gypsy business for 2½ years resulted in the loss of a \$6,000 down payment on \$25,000 worth of equipment, and the borrowing of \$9,500 cash from friends; his trucks worked under long-term leases with Middle Atlantic Corporation, and Wenham, Inc., and trip leases with Trans-American, Continental, Best, Kramer Brothers, Interstate, Middle States, Motor Cargo, and others; safety provisions of the Interstate Commerce Commission were constantly broken in his unsuccessful efforts to ward off financial ruin.

Fred Hendra, a truck driver of 24 years experience, told of his adventures as a gypsy. He drove for Trans-American, Brady, Roadway Express, Roadway Transit, Best, Daniels Motor Freight, Shirks Express, etc. He described how 3 or 4 log books are kept simultaneously by the gypsy; how the trucks are greatly overloaded; how the certified carriers never inspected gypsy equipment; how he drove continuously without rest from Chicago to New York City, taking as much as 38

hours; how, as a gypsy, he averaged 12 cents per hour for wages; how 80 per cent of truck accidents were owner-operators; how he drove at one time for 76 hours without rest; how gypsies are cheated in their pay, and are held for long periods unable to get unloaded; how dispatchers, and terminal managers require bribes for loads.

Tales of Corruption

Witness after witness filled the government record, under oath, with tales of economic servitude and coercion under which the "small business man" climbs to success and dignity in his community. The "small business man" in the trucking business is not, as his press agents would have you believe, a cowering, timid little "Milktoast;" in many instances, he is a lawyer, sometimes using trucking as a side line, sometimes as his main line; he prospers through his wits, using the cunning and craft gained in his other pursuits to cajole, threaten, and mislead the truck driver into the gypsy net.

More than any other element in our nation, the Teamsters Union has been battling for years to rid the trucking industry of the sharp practices outlined above; in the present instance, your Union is supporting the Government in its first attempt to eliminate truck-leasing, which is the main cause for the shyster shenanigans in the trucking industry.

Hearings on the proposed I.C.C. regulations began in Washington, D. C., October 14. After hearings in Washington, testimony was taken at a hearing in St. Louis, Mo., with final sessions in the I.C.C. building in Washington.

TEAMSTERS help win *STRUGGLE for SURVIVAL*

in SNOW-STRICKEN WEST

ON THE VAST plains of snow-bound western states, a stirring chapter in the history of trucking has been written this winter. The full story will never be told—there were too many heroes, too many crises and climaxes, too big a stage.

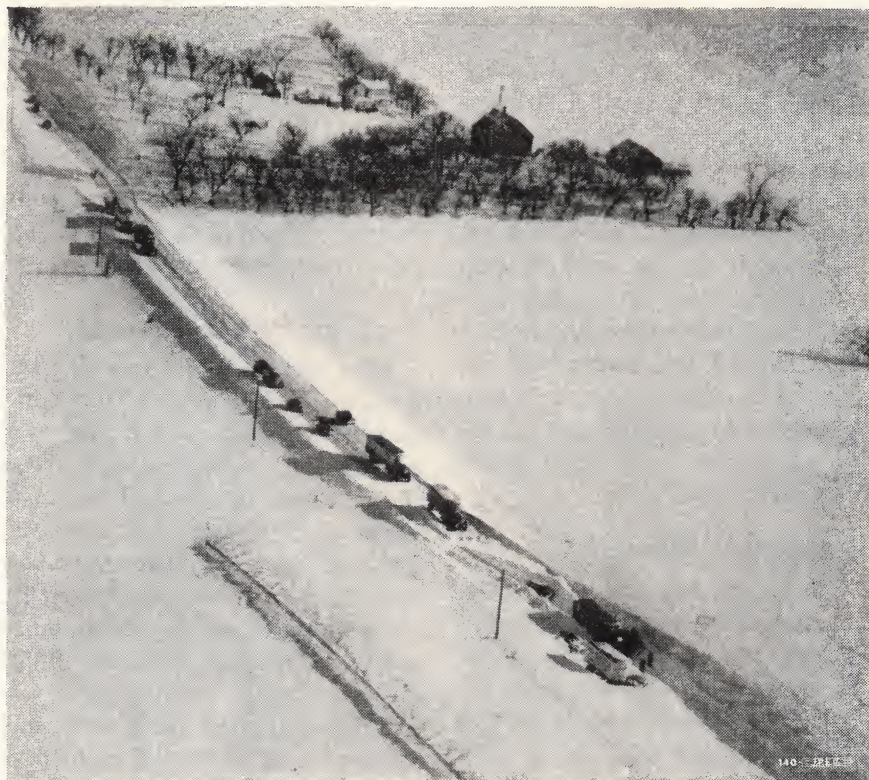
But out of the bitterest struggle against the elements ever to grip the nation came enough sketches from The Big Story to piece together a saga of courage and determination seldom equaled in fiction.

'Lifted Their Trucks'

Maj. Gen. Lewis A. Pick, Army field commander of "Operation Snowbound," summed up the Teamsters' role in a few words:

"The truck drivers have fairly lifted their trucks through almost impenetrable roads to get to communities in need of supplies, or to bring cots, blankets and other necessities of life for evacuees—people who have been brought out and can't get back to their homes . . . also hay and feed to starving cattle."

His statement was not colored with exaggeration. Although the glamour of the "airlift" snatched the headlines, the "trucklift" fed the most people, saved the most livestock. Teamsters forgot the meaning of fatigue and pushed their food-laden trucks around-the-clock over roads not fit for sledding.



The epic struggle for survival began after. Mother Nature, skipping recklessly across the great western plains, went on a spree of snow, wind and ice which soon had 138,000 square miles paralyzed. Expanse of the affected area was overwhelming, exceeding the total of New England, New York, Pennsylvania and Delaware combined.

Lives Threatened

Isolation gripped vast sections rich with livestock; food supplies dwindled, and hundreds of thousands of cattle and sheep were threatened with starvation. In many instances, human lives, too, were endangered.

The "haylift" was inaugurated to fly food to ranches in remote areas. Army planes flew tons of hay to the plains and dropped it by parachute. When they were not busy

fighting snowdrifts on the highways, Teamsters were streaming truckloads of hay to airports.

Crises in Nevada

In the Nevada cattle country, Army planes delivered 50 tons of hay a day to stock areas. It soon became apparent that far more was needed to prevent huge livestock losses. Members of Teamsters Local No. 533 of Reno offered to aid in every way possible, providing qualified men for hauling hay, heavy caterpillar equipment and supplies to snowbound sections.

During the peak of the "feeding operations" in Nevada, a total of 350 tons of hay was being funneled daily into emergency areas. Of that total, Teamsters delivered 300 tons, and planes dumped the remainder at points which were inaccessible even to the relentless truckers.

Throughout the entire stricken areas of the western states, Teamsters accomplished similar feats, herding big trucks and light units through roads which appeared impassable.

Utah had three months of almost continuous blizzards. And when it wasn't snowing, high winds whipped old snow into giant new drifts as fast as bulldozers cleared the roads. Still the truckers slugged through with their vital cargoes.

Newspapers acclaimed the drivers as "heroes." Teamsters shrugged off the glamour label, but admitted they were putting everything they had into the rescue operations for more reasons than the overtime pay. One weary driver expressed the sentiments of all the Teamsters when he said:

"If it was just the extra dough that is involved, I wouldn't touch it if it paid ten times as much. It's just that the stuff's gotta get through. After all, people have to eat and if those cattle aren't saved, everyone will be paying four bucks for a pound of hamburger."

Besides livestock feed and other food supplies, Teamsters carried caterpillar equipment—some 22-ton jobs—to emergency points. The caterpillars then opened other roads, over which Teamsters delivered more hay, more equipment to clear away the snow and ice. The process could have been tagged "Operation Endless."

'They Got Through'

At times, the truckers were forced to creep along only a few inches behind big snowplows at speeds of less than 10 miles an hour. Semis on a normally over-night run were sometimes days late. But, they got through.

There were times during the weather rescue efforts when success was uncertain. The very heart of the West's top industry—sheep and cattle—faced possible disaster. Sheep, mired in huge drifts which sometimes completely covered houses, lay down and the warmth

Tribute to Truck Drivers

"The truck drivers have fairly lifted their trucks through almost impenetrable roads to get to communities in need of supplies or to bring cots, blankets and other necessities of life for evacuees . . . there are no hours out here; just a matter of relief of human distress."—MAJ. GEN. LEWIS A. PICK, Army Field Commander of "Operation Snowbound."



Gen. L. A. Pick

of their bodies melted just enough snow to freeze them to the ground. Cattle huddled together in a futile attempt to keep warm.

Livestock men in many areas termed the "airlift" unsuccessful. Chief handicap to the flying operations was the extreme cold, with temperatures ranging down to 25 below. Many hours were wasted in thawing the planes' engines.

In the Utah area, pilots found few herds of sheep and cattle. And many tons of hay were lost when

they landed a few hundred yards away from the flock—the starving sheep were frozen to the ground and could not reach the food.

Utah ranchers finally turned to express and freight companies and Teamsters Local 222 to avert disaster. The drivers moved thousands of tons of hay to remote points on range lands, where cowboys could pick it up and carry it by horse and mule to the herds.

Cattle which could be rounded up and driven to a trucking point were consigned to slaughter houses.

Teamster Killed

To accomplish this operation, Teamsters hauled bulldozers and plows to a point where the range highways intersected the transcontinental thoroughfares. Then a bulldozer would lead the way over the range road, the plow would follow and truck caravans moved slowly behind.

On one such mission, 38-year-old Vard Cushing, Salt Lake City Teamster, lost his life. Hauling a caterpillar TD-4 on a semi, Cushing successfully reached his destination, an isolated railroad spot, Jericho, Utah.

He backed his truck to the only clear spot in the area, the lee side of a railroad water tower, where he



A train roared suddenly out of a blinding blizzard to slice this semi-trailer apart, killing Brother Vard Cushing, Salt Lake City teamster. A member of Local 222, Cushing had just unloaded a caterpillar when the train crashed into his truck.



unloaded the caterpillar. A freight train, one of the few operating in the Rocky Mountain region, loomed out of the swirling blizzard and sliced the truck cab in half. Cushing was moved to a hospital as fast as roads would permit, but died the following day. Local 222 immediately paid death benefits to the widow of Brother Cushing.

Show of Spirit

In Nebraska, the determination of the truckers to get through with their cargoes was demonstrated impressively by a film truck driver. He was stuck in the hills and forced to spend the cold night in his truck. Next day, he found a telephone and learned a certain film was needed immediately at Grand Island.

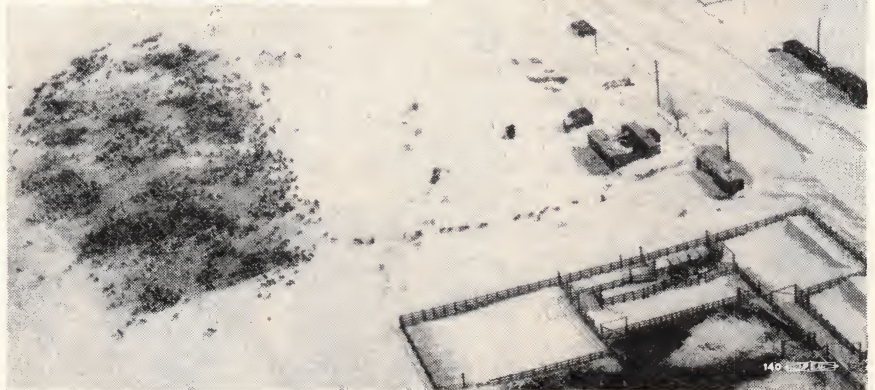
Unable to borrow a horse, the trucker set out on foot and walked three miles through the snow, carrying the heavy film cans with him aboard a shovel.

Throughout Nebraska, the feats of truck drivers in relieving suffering and hardships were heart-warming. Donald E. Renner, safety director of the Nebraska Motor Carriers Association told part of the story in a letter to Governor Val Peterson.

"When the last shovel of snow has been removed," wrote Renner, "and we are able to realize a complete picture of the acts of heroism and the hardships endured, the contribution made by the drivers of motor equipment in transporting fuel, food and medical supplies to the snowbound portions of our state should not be forgotten.

"I know these drivers, and I

Trucks loaded with food and medical supplies roll slowly over a narrow path cleared through mountainous drifts. Below, cattle cluster together in a futile effort to keep warm on frozen range.



Teamsters worked almost around-the-clock to keep hay moving to starving livestock.



know their determination to fulfill everything expected of their profession. I believe the drivers of these motor vehicles are entitled to a tremendous amount of credit for facing the snow-blocked roads and other hardships the elements inflicted upon them in getting their cargo to its destination, relieving want and suffering when other means of transportation were snowbound.

"The motor carriers of Nebraska are entitled to credit for making available their equipment at a great financial loss, manned by these competent and capable drivers; and for a job well done."

Sacrifices Life

An unidentified driver lost his life in Nebraska. Coming upon a stalled passenger car while transporting fuel, he volunteered to go across a field on foot in search of aid. The effort cost him his life as he lost his way in the sub-zero weather and died. The occupants of the car, for whom he had sought aid, were rescued later.

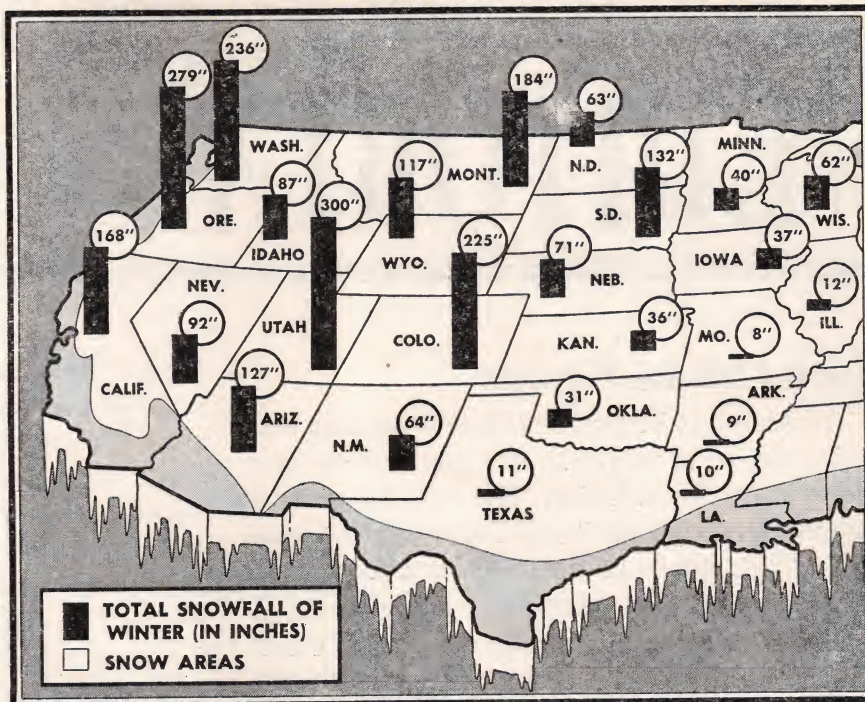
One Nebraska Teamster was stalled in a small town. Staying overnight, he found his rig covered with snow the next morning. It took two days to dig the truck out.

Drivers delivering goods to many Nebraska towns, such as Burwell, Plainview, Sergeant and Stapleton, fought drifts that were completely over the radiators of their trucks. Frequently, the truckers had to wait as long as 15 hours in drifts for aid to get their load to isolated areas.

Through all of this, equipment, too, took a licking. Sides of trucks often banged against the ice and snow of narrow lanes cut through by bulldozers. Some were stalled and had to be shoved out by the 'dozers, a body-bending process.

The battle of the blizzards could not have been won without the great spirit of friendship and neighborliness which characterized the actions of everybody involved. That spirit of comradeship was as warm as the weather was cold.

General Pick, commenting on the



Map shows total snowfall in inches at the peak of the blizzards for specific localities.

work of non-military groups, singled out labor unions for special commendation.

"The unions," he said, "are a noteworthy example of the interest and neighborliness and wholehearted teamwork in the entire area in combatting the worst peacetime disaster that the people of the Great Missouri River Basin have experienced.

"The men themselves are all on the job, attacking it with a grim determination. Hours mean nothing, nor do the hardships of the severe cold and piling-up snow. Instance after instance is coming in where the men have stayed on the job 20 hours at a time in order to bulldoze through the snow to distressed families."

A Warm Feeling

The *Omaha World-Herald* expressed the deep human feeling of the operations in an editorial. "Cruel have been sufferings caused by this winter disaster," the *World-Herald* said. "Heavy will be the material cost. But, out of the hardship and loss has come, once again, a manifestation of typical Nebraska friendliness and good will which will warm the memories of all who have

seen it for many years to come."

Stranded ranch families took their hardships in stride and didn't lose the humorous touch. One helicopter pilot reported he had landed to answer a man's distress signal to learn the stranded fellow wanted a cigarette. Another pilot told of a family who spelled out their needs in the snow. The message he read was C-A-N-D-Y.

Many Marooned

Teamsters on emergency runs often were marooned for hours or days by the blizzards. One such driver was Ernest L. Jamison, 32-year-old member of Local 222, who was stranded in the snowy wastes for three days.

Driving a semi, Jamison delivered a load of groceries to the isolated community of Kemmerer, Wyo., then began the return trip to Salt Lake City. Twenty miles south of Kemmerer, he was blinded by snow momentarily and his truck plowed into a snowbank. He spent a day and a half in the cab of his truck, turning on the heater only at intervals as a precaution against being gassed.

(Continued on page 28)

EDITORIALS

by
**DANIEL J.
TOBIN**

Soviet Slave Camps

The American Federation of Labor has long been urging that an investigation be made of slave labor camps in the Soviet Union. The AFL has pleaded with the Economic and Social Council of the United Nations that it take up the matter and see whether or not millions are being held in servitude.

Efforts to place this matter before the United Nations have met with sharp resistance and it is only this spring that the matter has finally reached the stage of consideration.

Willard Thorp, Assistant Secretary of State, in appearing before the UN body, charged that U. S. S. R. is hiding facts on slave labor conditions. He properly pointed out that either the Soviet is guilty as charged or if innocent is most unwisely preventing the world from knowing the facts.

We have the International Labor Organization which has the job of looking into working conditions. It should be the decision of the UN that a special commission be named of United Nations representatives headed by ILO to look into the slave labor charges. The impressive documentation of the AFL should enlist the attention and support of the Economic and Social Council at once.

The world should know the facts and there should be no delay in seeing that the charges are thoroughly explored and that the real situation is brought under the searching scrutiny of world public opinion.

Lessons from Taft-Hartley

For the past few weeks hearings have been going on at Washington on the proposed revision of the Taft-Hartley Act. We have commented on numerous occasions before on the evils of this act and of the need for going back to the Wagner Act.

There is an important job being done by labor's representatives in the present hearings in the way of education. Those on Capitol Hill who realize the shortcomings of the act do not need education on

the need for a change. Others who are either lukewarm on the need for a change or who are disposed to be against changing Taft-Hartley are getting a liberal education. They are hearing from labor's representatives about some of the results of the workings of this law. If they are not completely blind to facts, they are seeing that under the Taft-Hartley law, here is real danger of destruction of the organized labor movement.

Two years ago when this bill was pending, labor leaders pointed out the implications of the pending measures and predicted dire results. Many heard these warnings with disbelief. But today labor leaders can and are telling of the act and what it is doing to and against organized labor.

An Overlooked Evil

One of the pressing problems in labor and social welfare these days is one which is receiving far too little attention from the public in general and in fact from organized labor itself. I refer to the evil of child labor.

In the rush of getting high production and turning out more and more goods we have let the bars down either consciously or carelessly. It remained for a writer in a woman's magazine to point out and arouse anew interest in child labor problems.

Edith Stern writing in a magazine which seems strange to quote in "The International Teamster," the "Woman's Home Companion," sounds a call to arms for more intense vigilance in the field of child labor.

"What's come over American men and women that we can be complacent about a social evil that was once a number-one call to arms—child labor?" asks the writer.

She points out that in 1948 twice as many boys and girls worked during the school year as worked in 1940. She also cites examples of injuries to youngsters in factories, shops and other places of business. Quite properly she points out that not

only are children handicapped in their immediate educational chances, but oftentimes their whole future is warped.

Many examples of child labor are cited which do not appear to the average person as particularly bad, but the fact is that all of this child labor adds up to handicaps on the young people involved, and on their futures. The high cost of living has forced many children to work who should be in school.

We should be more and more vigilant on the matter of child labor, and we should give attention to removing some of the causes of child labor—high living costs and economic insecurity.

Competition Again

While much attention has been devoted to the question of a revived Germany and the Ruhr steel making productions, there is one factor that seems to have escaped general notice.

American production experts have been to Germany and have been studying the problem of production. It has been reported by the head of one of our steel companies that there is much to be done in the way of improving German production efficiency. Many of us have been hearing that the Germans were highly efficient in their metal trades. A leading steelmaker is the authority for saying that many German practices and equipment in use in the Ruhr area went out of vogue in the United States 30 years ago.

A 30-year obsolescence is a little different from the top rated efficiency we often hear about. We might observe that the Ruhr was under the cartel operations and with cartels there was little or no competition. It is more than possible—it is quite likely—that the absence of competition is a major factor in Germany's failure to keep up with all the latest practices and techniques of steelmaking.

Cartels stifle competition. Our system of capitalism encourages competition. Let's have competition and progress—not cartels and stagnation.

The Housing Frontier

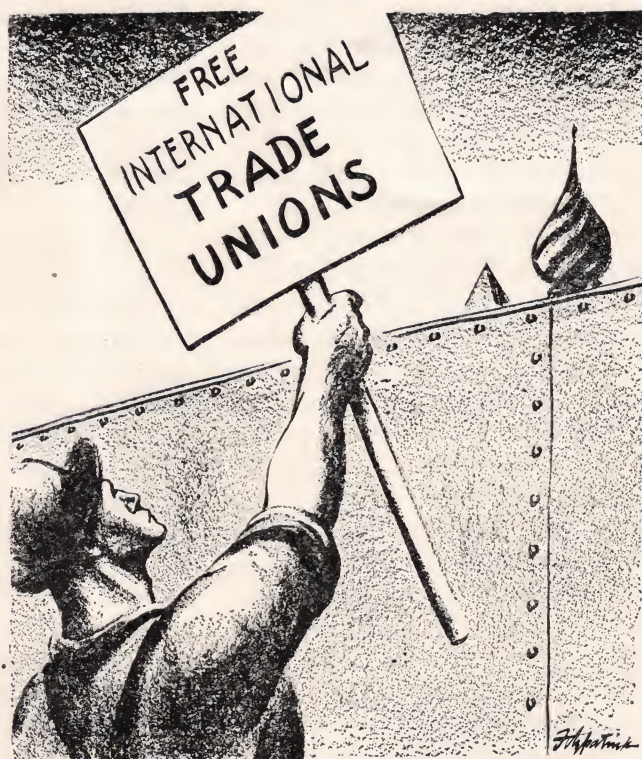
Congress has pending before it numerous bills on the housing problem. These bills help to emphasize the grave need in this country for more housing for our people. The war has been over nearly four years and yet we seem to be making little headway in housing.

The AFL Executive Council recently took note of the lack of progress and has urged action on a program which will mean better living standards for all.

The whole housing situation offers a tremendous economic and building frontier, which if conquered would help elevate living standards of the entire nation. The need for new housing units is great indeed with estimates running as high as 16,000,000 to 18,000,000 units. Last year less than a million homes were built and unless we can accelerate our production of new housing our needs plus obsolescence will put us further and further into the red in the housing picture.

As long ago as 1937 when Hugo Black, then Senator from Alabama, reported on a bill in the 75th Congress, he said that total additional dwellings needed "between, now (that was 1937) and 1950, to meet minimum physical standards and maintain family occupancy standards as of 1930, would be over 16,000,000." Here it is nearly 1950 and we are still far in arrears.

We should realize that new housing is not a convenience for a little added comfort for some of our people. New housing legislation is desperately needed to maintain decent living standards for the entire country. Let's hope we see some real action in conquering the new frontier of need—housing.



—Fitzpatrick in St. Louis Post-Dispatch
Promising New Force in World Affairs

Progress Reported In New England

by Nicholas P. Morrissey,
General Organizer

The seriousness with which the rank-and-file and the officers of the Teamster movement regarded the issues inherent in the recent election was clearly demonstrated by the achievement of one of our elected officers, Business Agent Charles J. Murphy, of Boston's Excavating and Building Material Drivers Local Union 379, who headed a committee that was awarded national first prize of \$1,000 for getting out a vote 22 per cent greater for Truman than the 1944 vote for FDR.

The work of this group in marshaling the vote against reactionary candidates and repressive measures and in behalf of the fight for an ever-increasing standard of living was typical of the capable leadership of our officers and of the hard-working membership, both of which were spotlighted by the past election.

At present the characteristic good leadership of our officers and the militant spirit of our members is reflected in the increase in our membership and improvement in our contracts. As an example of such successful negotiation we can look at the outstanding Union Oil Products Company contract just signed by Secretary-Treasurer Robert C. McQuarrie and Business Agent Coleman B. Donahue for Gasoline, Oil Tank, Truck, Ice Drivers and Helpers Union 995 of Boston, Mass.

By action of Union Oil Products' Beten M. Kaneb, who affixed his signature to the contract, a substantial wage increase was won. In addition to standard premium payments for overtime and holidays, the union and the company have in present operation a contract that sets forth many fine features covering security and employee welfare. The union and the company deserve commendation.

The implementation of international policy on department store

warehouse organizing has proceeded smoothly with both Joint Councils 10 and 64 having met in special session and set up a statewide organizing program in this field.

The national trade division policy is being meshed in with the already existing regional trade divisions of the New England Conference of Teamsters, so that organizing along such lines should bring into membership those unnumbered brothers eligible for the benefits of our organization and at present silent soldiers in our area of employment.

Elections Are Won In Louisiana Area

by M. W. Miller,
General Organizer

The Louisiana Local Unions have reported several victories at election polls in the past month. Outstanding in these NLRB elections was the Union Shop election for the freight men in the state wide election held last month.

Only two men voted against the union shop and only eight men failed to vote at all, so reported Business Representative Manny Moore of Local Union 270 in New Orleans. This was an outstanding victory for the locals in Louisiana and reflects the fine work that our representatives are doing in the Local Unions.

This election is significant because of the propaganda being spread in the South that tries to turn our people against us and to convince the public that our members are forced against their will to remain members of our organization.

Local Union 568 in Shreveport has reported it organized and won elections in two wholesale groceries covering 125 men. Business Representative C. J. Pemble reports that these elections were won by overwhelming majorities and negotiations will commence at once.

Southern Conference of Teamsters organizer, Lonnie Brown, assisted Local Union 568 in this program

and is to be complimented on his fine work.

Local Union 5, in Baton Rouge also has organized and won elections covering 58 men employed in grocery wholesale houses. Business Representative Paul Kuhns announced that they were in negotiations at the present time for a contract covering these new members. Brother Kuhns also stated that several other grocery houses have been organized and were filing for elections at this time.

A new statewide contract has been negotiated with the Keller Construction Co., and the locals in Louisiana covering all heavy construction work done in the state such as highways, bridges, dams, etc. Representatives Manny Moore, Paul Kuhns, C. J. Pemble and Milton Broussard participated in these negotiations, and they are the first in this area to have such an agreement. We hope this will only be the first and other states will follow.

Joint Council 68 Revived in Atlanta

by Lee Kruggel,
General Organizer

Joint Council 68 of Atlanta, Ga., composed of Locals 728, 450, and 859, reactivated itself on January 25, 1949, when its members adopted its first set of by-laws which will be sent to the International Union for approval. Up to this date, Joint Council 68 had been a skeleton organization, operating without by-laws and with a per capita tax of only \$5 per month per Local Union.

In an effort to cooperate with and take advantage of the new National Trades Division organizational program, Atlanta's three Teamster locals, involving approximately 1,700 people, have made two definite steps in reorganizing their Joint Council. First they made a voluntary contribution in the sum of \$2,000 to reestablish the Council

(Continued on page 28)

Over-the-Road

ORGANIZING CAMPAIGN

APRIL 1 to 15



Over-the-Road Trucking Campaign Will Have Support of Full Resources of International; Executive Vice President Beck Outlines Plan

RESOURCES of the International Brotherhood of Teamsters are being mobilized to insure the success of the April 1 to 15 organizing and checking drive for Over-the-Road truckers.

The 15-day organizing effort was planned and approved at the Chicago Conference of Trade Divisions held January 17-20. Following the Chicago conference steps have been taken by the General Office and through the office of Executive Vice President Dave Beck to plan the strategy of organization and operation of the drive which will include both the United States and Canada.

Result of Conference

On February 16, Executive Vice President Beck in a letter to officers of local unions and joint councils outlined the plans for the campaign

and urged full cooperation of all officers and locals and joint councils.

The letter from Brother Beck was sent to all locals and joint councils following a presentation of a report on the Chicago conference at the midwinter meeting of the General Executive Board. The Board held its meeting immediately following the winter session of the American Federation of Labor Executive Council.

All to Participate

In his letter to locals and joint councils, Brother Beck said: "It was the unanimous action of the General Executive Board and of all Trade Divisions that in this great national organizing and checking campaign every local union, every joint council, every trade division, every secretary and business representative of

every Teamster local union in North America and every representative of a Joint Area Conference or National Trade Division arrange their work now to give undivided attention to this campaign in their city and vicinity April 1 to 15."

Efforts Coordinated

Efforts of both local and General Office staff personnel will be coordinated to concentrate on the organizing task. Every organizer in the employ of the International Union has been notified to arrange his time and schedule to cooperate immediately with joint councils and local unions to make the April 1 to 15 drive a 100 per cent success.

The message to locals and joint councils emphasized and reemphasized the desire of the General Office and of Executive Vice President Beck to work with our joint councils and local officials in this organizing and checking campaign.

Reports Requested

Meetings of joint councils and other officials are being called to work out detailed plans for the drive. Committees are being appointed to plan the work in each area and community with personnel being assigned to specific tasks. Following scheduling of meetings joint councils and local unions are being asked to communicate and send reports to Al Evans, secretary, Highway Drivers' Conference, International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 2070 East 22nd Street, Cleveland, Ohio.

An effort is being made to mobilize the resources of the International Union in planning the details and in following through toward a successful campaign April 1 to 15. In the letter to all joint councils and local unions, it was said, "President Tobin, the General Executive Board and Executive Vice President Beck are counting on you to cooperate to make this campaign a tremendous success."

Truck Cab Design Report Given

TRUCK CAB design still has some distance to go before ideal conditions in driver comfort, safety and convenience are achieved, according to results of a survey made by C. G. Seashore, industrial engineer and motor fleet safety expert.

Mr. Seashore gave his conclusions in a paper read before a meeting of the Society of Automotive Engineers in Detroit, Michigan. He is associate in charge of motor fleet safety at the Institute of Public Safety, Pennsylvania State College.

Flaws Are Listed

Of the 13 factors investigated, five were listed as the most unsatisfactory of the group by fleet owners and drivers. These five which registered high in the "unsatisfactory list" are:

1. Inadequate space for required driver equipment.
2. Mirror facilities.
3. Insulation against noise.
4. Seating.
5. Fatigue.

The findings of the safety expert are based on field research and reports and experiences of fleet supervisors and management representatives in motor fleet training programs with which the author has been associated. Mr. Seashore in referring to the scope of experience of those in his fleet training courses said that the courses had been conducted in universities in 30 states and "during that time over 3,000 management representatives have enrolled in the week long courses. These enrollees have supervised over 500,000 commercial vehicles and drivers, and have continuously set forth their suggestions and requirements for the advancement of cab design."

The cab design paper discussed 13 factors "based on an operations analysis of the actions of the driver from the time he enters the cab until he leaves it at the completion of his trip." The factors also included "items of an emergency nature for

Safety Expert Says Many Improvements Are Needed in Cab Planning; Adequate Space For Driver Equipment Is Listed as Top Need

which the driver must always be prepared" and others dealing with "primarily the maintenance of the cab proper, which has a tremendous effect on the fatigue and the morale of the driver."

In making his study for cab rating, the college engineering expert selected 13 makes of trucks, representing well over 90 per cent of the sales of vehicles over 1½ tons. The analysis was made of the charts compiled of individual makes and of the entire group as the basis for the engineering paper given.

Before discussing his findings and conclusions the college fleet expert recalled the progress which has been made in cab structure and design and referred to advances made in the last 20 years.

'Ultimate in Desire'

"Only 20 years ago . . . 'lazy backs' were common practice; and you who attempted to drive a solid tired vehicle with a padded board hitting you in the middle of the back can instantly realize how we have moved ahead since those days. The cab of today, with its shiny exterior appearance, and with the interior increasingly being studied and developed to provide a safe and comfortable living compartment for the driver, would seem to be the ultimate in desire," the engineer observed.

That the "ultimate in desire" has not been achieved is borne out by the findings of the survey and the evidence cited in discussing the factors under investigation. Mr. Seashore listed the following 13 factors as "based on operations analysis" of the driver as follows:

1. *Ease of entrance* from either side.
2. *Fire prevention*, required in emergencies and because of the prevalence of electrical fires after work has been done on the wiring.
3. *Heating facilities* (including defrosting facilities.)
4. *Instrument location* and day and night visibility.
5. *Insulation* to heat, cold, noise and vibration.
6. *Interior color use*, for psychological reasons and for ease in cleaning, since the cab is the home of the driver the greater part of his waking hours.
7. *Mirror facilities*, which are currently woefully inadequate.
8. *Operating controls*, considering their location and ease of operation.
9. *Seating*, involving dimensional requirements, adjustability, and the objective of a comfortable non-fatiguing ride.
10. *Stability—Durability* of the cab and sub-units, primarily from a cost of maintenance and from driver distraction standpoint.

Equipment Space

11. *Space requirements* required by the nature of the job, for ICC mandatory equipment, for tools and personal belongings of the driver, and with consideration of the growing item of two-way radio communication.

12. *Ventilation* under all types of conditions.

13. *Visibility* in all directions and under all types of weather conditions.

Improvements in the matter of space requirements rated high as

items needing attention. Mr. Seashore suggested that additional head room "would appear easily obtainable in new design even with retention of existing dies." Seat room is "largely dependent upon cab length the manufacturer is willing to devote," but the Pennsylvania engineer thinks it possible to arrange the seating facilities, location of steering column, and pedals to greater advantage and comfort of the driver. A "neat, practical pocket or compartment" should be provided for ICC-required safety equipment in

order that it can be readily accessible, he thinks.

The matter of mirror facilities "is the one factor which had almost universal criticism from all people questioned or surveyed." The speaker urged the development of a mirror system which will reflect in the desired directions, without vibration, and capable of simple but positive adjustment to each individual." The safety speaker also stressed the "absolute necessity for directional and turn signals of either mechanical or electrical nature."

"Commercial drivers," said Mr. Seashore, "have accustomed themselves to taking the lives of themselves and others in hand because of the absence of mirrors or turn signals. An average non-professional driver would probably be ready for a psychiatrist after about 15 minutes of such driving," the speaker observed.

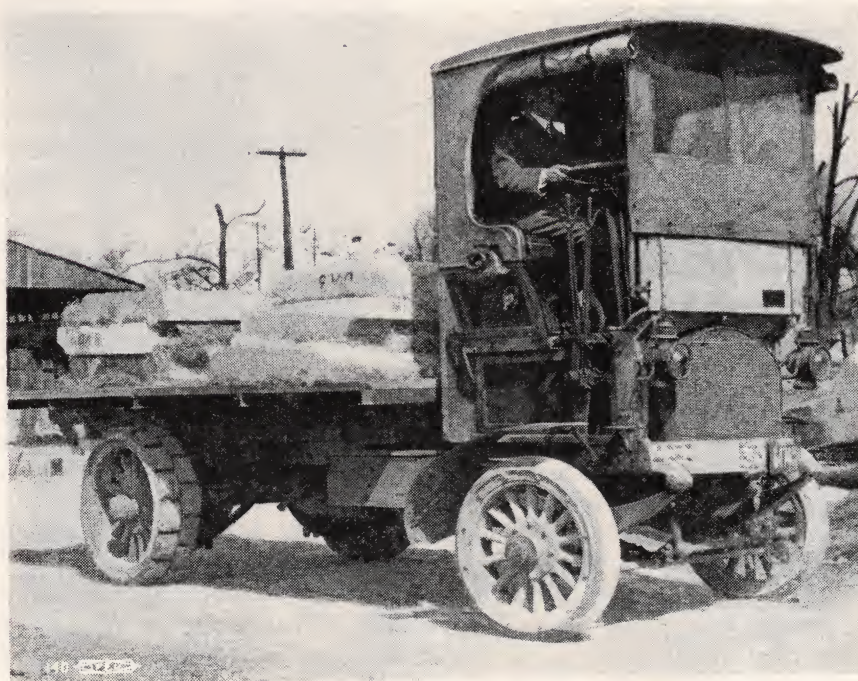
Commenting on instrument location, the automotive engineers were told that instruments should be located so as to provide a minimum shifting of eyes from the road. "Having to search for instruments," said the speaker, "behind steering wheel spokes or hidden by hand brake levers, etc., is a dangerous act." He suggested that vision specialists give study to the problem of the visual demands of the job.

Vibration Studied

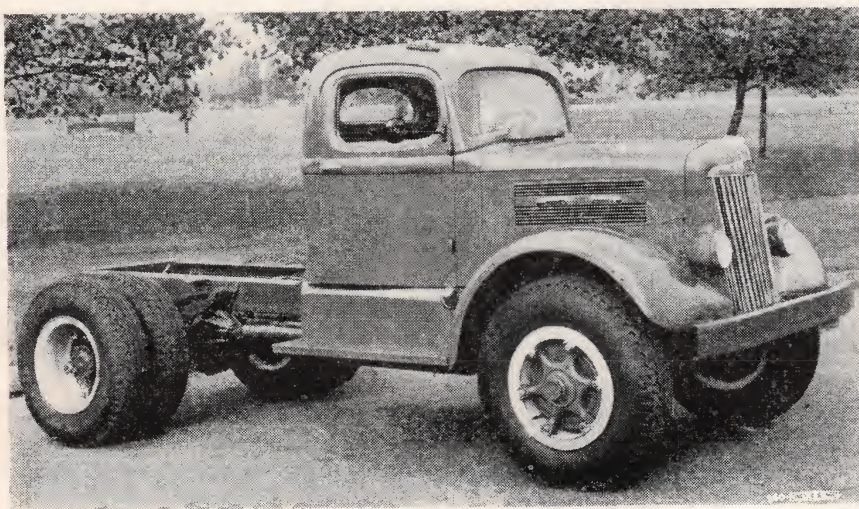
Insulation against noise and the problem of heat are both closely allied to that of cab ventilation, the speaker said. Better sound proofing and shock proofing would seem desirable, Prof. Seashore said. Referring to the dangers of vibration, the speaker in his paper said, "during the war excessive vibration was transmitted to aviation instrument panels, which threw them entirely out of adjustment and undoubtedly resulted in many otherwise unnecessary pilot deaths."

Vibration dampening mounts similar to the type of techniques employed in airplane manufacture would aid in reducing driver fatigue, it was indicated.

The matter of proper and comfortable seating in trucks has been given more attention than any other single factor, it was observed by the Pennsylvania engineer. Further studies in space requirements of drivers were suggested with good adjustability. While the matter of mounting, springing and cushioning materials have been extensively studied, a factor that has been too little considered, according to Mr. Seashore, is the "height of the seat cushion under load to accommodate



Vast improvements have been made in truck cabs during the past 30 years. Above is a truck of early vintage with a cab having all the comforts of a stiff-backed chair. Below is a modern, efficient cab which offers a positive ventilating and heating system, two-way adjustable seats for correct posture and comfort, and improved vision.



the truck driver population, and the related dimension of the eye level of the driver when the cushion is under load."

Commenting on the comparison with military aviation, Prof. Seashore said, "... military plane design seems to revolve around the primary factor of human spatial requirements of the size of the pilot who will fly that plane. The same practice could be applied to commercial vehicle seating, utilizing the best available cab length to the best effect." The matter of human dimensioning in order that better design might result was given extended comment by the safety engineer.

Five Factors Involved

While the engineer pointed out that the above five factors—space requirements, mirror facilities, insulation, seating and fatigue factors—were subject of primary comments by drivers and fleet owners, he also gave information and comments on the other factors under investigation.

He said, for example, that the legal ICC requirements represent minimum protection and that it is desirable to protect both life and property by providing space for a readily accessible fire extinguisher "of ample size to combat electrical, motor, gasoline spill and tire fires." He recommended inside facilities providing for "instant grasp of an extinguisher of at least one gallon capacity, if of carbon tetrachloride type, and of a 15-pound capacity, in either the CO₂ or the dry powder CO₂ expelled types."

In referring to the stability and durability factors Mr. Seashore said there "is still much trouble from cab

hardware, window regulators, etc., which are too light for the job at hand."

Passenger car design in the way of ventilation might well be given greater application of truck cab design, it was pointed out. Ventilation "is another sore spot with the drivers."

In commenting on visibility problems, it was emphasized that "it is necessary for the driver to see the full 360 degrees in a horizontal plane, plus an upward and downward shifting of the eyes from this horizontal plane. This he must do under all weather and lighting conditions."

The fleet motor safety expert said that he found "somewhat disturbing" the trend toward curved glass sections of the windshield. He thinks that for sales appeal this curvature is excellent, but that distortion resulting in visibility may cause the auto manufacturers to reconsider this design.

The speaker in his paper had a number of charts and investigation results with checks made by fleet owners and manufacturers. He found, for example that the fleet supervisors and those having immediate responsibility for operation and maintenance were considerably more severe in their requirements and views than were the manufacturers. Mr. Seashore said in his closing remarks that what his study "has shown should, in general be gratifying to the manufacturers. It is interesting to note that the ratings follow a middle course, with more deviation on the side of the need for improvement, but with individual and group recognition of the fact that cabs have been improving."

Old-Timer Retires After Long Career



Albert Roberts

After 32 years of service as a milk delivery driver in Saskatoon, Sask., Canada, Albert Roberts, a member of Local 139, Saskatoon, has retired.

Brother Roberts began delivering milk in Saskatoon in 1916. He was born in Dorsetshire, England, and went to Saskatoon in 1916.

His enthusiasm and every-ready kindness won him the admiration and endearment of his Saskatoon customers. Exercising a variety of skills, he often helped repair washing machines, tighten clothelines and in other "emergencies."

On retiring, Brother Roberts had a parting kind word for the horses which pull the milk wagons. His favorite and "partner" for 10 years was "Chief." The big grey started on the job when four years old and was still a healthy working horse at 19 when he was destroyed in a stable fire last October.

Now that a satisfying career has been completed, Brother Roberts plans to spend most of his time at gardening and golf.

ALWAYS BUY SUPPLIES
where this symbol is displayed



UNION SERVICE

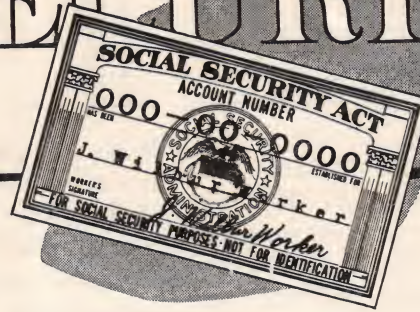
INTERNATIONAL BROTHERHOOD OF TEAMSTERS CHAUFFEURS

WAREHOUSEMEN AND HELPERS OF AMERICA

Affiliated with A.F. of L.

SOCIAL SECURITY

is for You



WE ARE a nation of workingmen. We are proud of our work and proud that we can earn enough for our families and ourselves. We are proud that we can give our children more of everything than we had. We know that we will never need anyone to help us take care of our own.

Protection for Future

Yet—just how much have you been able to lay by for your old age? How much would your wife and children have if you were killed tomorrow? Will they have the things they want, the things they need?

The Social Security Act was passed to help you when you need it most—when you are no longer able to bring home your weekly pay check. It provides unemployment insurance for you when you can't get work; retirement benefits for you when you become too old to work; monthly payments to your widow and children if you die.

To help those who can't work, a Federal-State assistance program was established. Through your Department of Public Welfare, grants are made to the old, to the children, and the blind who are unable to work, to help themselves. But you can work and you're not interested in someone giving you something. You do want protection and you do want retirement, but you expect to do your share in paying for it. For you, and those like you, the Old-Age and Survivors Insurance Program was established.

The Bureau of Old Age and Sur-

vivors Insurance has almost 500 field offices throughout the country. They are there to administer the retirement and survivors' insurance. However, they cannot do the job alone; they are there to help you help yourself. There are certain things that you, and only you, must do before you can be eligible for benefits.

First: You must apply for a Social Security card. This card is the key to your insurance account with the Government. All your wages are recorded under that number. You will have only one number all your life. No one else will have the same number.

It Isn't Charity

Second: Show that card to the boss. Be sure he copies your name and number just right.

Third: You must file a claim with one of our offices before you can get benefits.

Remember that Social Security is not charity. It does not promise you a handout. It does not give you something for nothing. You are paying now for the benefits you expect to receive when you file a claim and start drawing benefits, no one can take it from you. You have both an earned right and a legal right to the money you are paid. You don't pay all the premium; your employer pays an equal amount. This makes it possible for you to have more protection than you could buy anywhere else for the same money.

A record of all the wages you

have earned under the Act is kept on one card, headed by your name and account number. The Social Security Administration has the largest and best bookkeeping system in the world. Still, sometimes mistakes are made. Your employer fails to file a tax return or leaves off your name or Social Security number. So you may lose credit for those wages even though you have paid your share of the tax. To prevent this, every few years you should find out the amount of wages that is shown on your account. You can get a post card for this purpose at any field office. You will be sent a record of all the wages you have made. If this record isn't right, take it along with your time book or any other record you have and go to the nearest field office at once. They will be glad to help you straighten it out.

Who Is Eligible?

At present, you pay a tax of 1 per cent on all wages up to \$3,000 each year. If you work for more than one concern, you may have to pay more. If you do have to pay on wages of more than \$3,000, you can get all over that refunded from the Bureau of Internal Revenue, just as you sometimes get a refund of withholding tax. You do have to file a claim with them for the refund. They will not repay it unless you do.

Who is eligible for benefits? For a worker or his family to draw benefits, he must have had a job long enough to be fully insured. Gen-

erally speaking, a man must work about half the time from January 1, 1937, up to the time he becomes 65 or dies. No one will ever have to work more than 10 years to be insured. When he once works this required amount, he never loses his insured standing. There is one other provision for the man who has just started to work. If he has worked half the time in the three years just before his death, his family will be eligible for survivors' benefits.

Payments at 65

Monthly payments are made to the worker as soon as he becomes 65. There is one restriction. No benefits can be paid as long as he earns as much as \$15 a month in his usual job. There are some kinds of work he can do and still get benefits. He may work for himself, for any part of the Government, on a farm, or for a church. Any wages he gets from this work will not keep him from drawing benefits.

The amount the worker gets will be based on his average monthly wage for all the time since the Act came into effect. It is also affected by the number of years he has worked. The amount you will receive is called your primary benefit. Examples of all types of benefits are shown in the accompanying table.

At present the least the worker can get is \$10 a month. The most is \$44.80 a month. If your wife is 65, she gets half as much as you. So will any child under 18 years old. The benefits for you and your wife will continue till you die.

What about your wife and children if you die? If your children are under 18 they will each get half the primary. Your widow will get three-fourths. The most any family can get is twice your own benefit or \$85 a month. If your widow is over 65, she will get three-fourths of the primary benefit until she dies.

If you have no widow or children, your parents may get a monthly benefit if you were supporting them.

EXAMPLES OF OLD AGE AND SURVIVORS' INSURANCE PAYMENTS

Average monthly pay 10 Years Work	Worker	Wife	Monthly payments to—		
			Widow	Child	Lump sum
\$ 50.00.....	\$22.00	\$11.00	\$16.50	\$11.00	\$132.00
100.00.....	27.50	13.75	20.63	13.75	165.00
150.00.....	33.00	16.50	24.75	16.50	198.00
250.00.....	44.00	22.00	33.00	22.00	264.00

If no one survives who can get a monthly benefit, a lump sum is paid to the widow or to the person who pays the burial expenses.

These checks are yours. You have earned them; you have paid for them. They cannot be taken away from you. They are not affected by any property you own or any income you may have.

Remember we said you must file a claim before benefits can be paid. Thousands of dollars have been lost because claims were not filed in time. Many workers do not file because they think they will go back to work "next month"! They may think they must quit working for good to draw benefits. Or they may not feel like coming down to the office. If you are 65 and have worked long enough to be insured, you can draw benefits for any month you don't work, no matter what the reason. So, when you become 65, go down to your local Social Security field office. They will give you an estimate of your benefits and advise you about the best thing to do. If you want to file a claim, they will be glad to help you.

Some Lose Money

Widows and children often lose money because they don't know about Social Security. Remember, this isn't just retirement for you, it's also insurance for your family. Tell your wife about it. Be sure she knows to ask about it if anything does happen to you.

The Social Security Act was passed in 1935 to prevent destitution. It was to insure that every man and every family should at all times have enough income so that they would have the basic needs of life; enough to eat, something to

wear, and a place to live. To accomplish this, it was realized that the law might have to be changed in the future. As a basis for change, Congress gave to the Social Security Administration the duty of making a continual study of the operation of the Act. It was also expected to recommend the needed changes to the President and Congress.

Many Ineligible

After the program has been in effect 12 years, there are still millions who are not eligible for benefits. There are many more whose benefits are pitifully small. To remedy these conditions, the following recommendations have been made to Congress:

1. Everyone who works for a living should be covered.

This would include all those who work for themselves and those who work for the Government, for farmers, as domestics, and for non-profit organizations. There is certainly no logic in including only a part of those who depend upon their work for their living.

2. Benefits should be raised.

The average monthly benefit today is only \$25. This is far less than many receive as a grant under Old Age Assistance. Benefits should be raised at least 50 per cent.

3. The eligibility age for women should be reduced to 60.

Many workers plan to quit work when they become 65. When they file their claims they discover their wife cannot get benefits because she is not yet 65. Lowering the required age to 60 would help make this a true family benefit.

4. Allow the worker to earn more money and still retain his check.

(Continued on page 30)

AFL Offers Labor Bill Proposals

ENCOURAGEMENT of free collective bargaining between labor and management should be the basis of the nation's labor policy, William Green, president of the American Federation of Labor, told the Senate Committee on Labor and Public Welfare, in mid-February, in testifying on legislation repealing the Taft-Hartley law.

President Green appeared in behalf of the AFL to present its official views of S. 249, the Senate bill which repeals the Taft-Hartley law and restores the Wagner Act.

AFL Actions Cited

Citing resolutions of the AFL 1948 convention and further action of the Executive Council taken February 8, 1949, Mr. Green set forth reasons for passage of S. 249 with suggested amendments.

"The Taft-Hartley law was passed over the strong and practically universal opposition of labor. Working men and women throughout the nation," said Mr. Green, "protested against the passage of this objectionable legislation. This opposition was based upon the knowledge of labor that it was impracticable, unworkable and destructive of the common elemental rights of labor. Time and experience have shown that labor was right and the sponsors of the bill were wrong. This outcome is traceable to the fact that the action of the sponsors of this bill was based upon a mere academic consideration of economic, industrial and labor-management problems, while the opposition of labor—which opposed it—was based upon a practical and experimental knowledge of such problems."

"Free collective bargaining," continued President Green, "and sound labor-management relationship is a large part of the basis upon which a sound national economy rests. When the exercise of this right is

President Green, Testifying Before Senate Labor Committee, Urges Adoption of Administration Bill with Few Changes, Condemns Taft-Hartley

denied either to labor or management, by legislation or otherwise, the national economic structure is seriously affected. Labor cannot be reconciled by merely telling it that legislation which it knows to be bad is good for it. Why should labor be denied the right to engage in free collective bargaining and to negotiate an agreement with employers, acceptable and satisfactory to both?



President Green outlines labor's stand on Taft-Hartley.

The Taft-Hartley law makes it a crime for labor and management to do this. This one feature in the Taft-Hartley law has created widespread bitterness, resentment and even rebellion among the membership of organized labor throughout the nation."

The AFL president urged reenactment of the Wagner Act "with amendments which would be constructive and acceptable." Such action would be the type that would

provide for "a minimum of interference on the part of the Government in management-labor relationships and in collective bargaining."

The witness referred to the meeting of the Executive Council of the AFL in which "careful and analytical consideration" was given sections of the bill. The study was followed by unanimous approval of the bill including Title II providing for the reestablishment of the United States Conciliation Service in the Department of Labor.

"Labor feels" pointed out President Green, "that the Department of Labor is really the clearing house for industrial problems and is firmly convinced that all agencies having to do with labor problems, labor controversies and labor-management relations should be located within the Department of Labor. Labor deplored the action taken when the Mediation and Arbitration Service was created as an independent agency. It now appeals to Congress to return it to the Department of Labor."

Amendments Offered

A number of technical amendments were recommended by President Green. He suggested, for example, that Section 105 be made expressive enough to bar actions under all sections of the Labor-Management Relations Act (Taft-Hartley). As written in the bill prior to President Green's suggested amendment, actions would be barred only under Title I of the Taft-Hartley act. Actions under Titles II and III would not be barred since they did not amend an earlier act.

(Continued on page 30)

PATHWAY of PIONEERS

EIGHTY-NINE years ago this month readers of the *New York Herald* read some strange headlines. They said:

TO SAN FRANCISCO IN EIGHT DAYS
BY
THE CENTRAL OVERLAND
CALIFORNIA
AND
PIKES PEAK EXPRESS

The article telling of the first departure scheduled from St. Joseph, Mo., on April 3, 1860, began the tale of an epic in American history which, while short, is equaled by few episodes in color and daring. For the Pony Express which began in April 1860 lasted until October 1861, when the relentless push of progress outdated the fleet-footed ponies of the trail.

The idea of a Pony Express route was not new, for riders had played their parts in American history in speeding messages and mail along roads and trails of the expanding nation. Mail and dispatches from incoming ships from foreign ports were speeded by horsemen and the post roads of an earlier day had resounded to the clatter of horses' hooves of the early mail riders.

The route selected for the Pony



Express was the Overland Trail and followed, roughly, the road we now know as U. S. 30. The old Overland Trail which carried the great tide of emigration westward in the 40's began on the Missouri River. One important eastern terminus was Council Bluffs, while others along the stream were St. Joseph, Atchison, Leavenworth, and Kansas City. The main line headed westward along the Platte toward Kearney, Nebr., and thence westward to Ash Hollow, Scotts Bluff, and down through southwestern Wyoming toward Salt Lake City. The old trail swung northward to Fort Hall, Idaho, and extended along the Snake River before the route divided. One

branch went up into the Pacific Northwest and became the Oregon Trail and the other became the route of the 49'ers—the Argonauts hunting for gold in the great rush just 100 years ago this year. The north-western leg of the trail ended at Astoria, Oreg., and the California section had its terminus at Sacramento.

When the Pony Express was set up it was scheduled to hit Fort Kearney, Laramie, Bridger, Salt Lake City, Carson City, Washoe Silver Mines, Placerville, and Sacramento.

But establishment of the route had been preceded by movement of thousands heading westward to help the young country push its borders to the wide Pacific. First travelers westward had gone by ship around the Horn. A little later came rugged pioneers led by such men as Capt. Meriwether Lewis and Lieut. William Clark. John Jacob Astor and his enterprises opened ways for trading and William Henry Ashley, with well-selected men, stepped up the invasion of the new country. Whitman, Parkman and Fremont were other names made famous in the westward migration and exploration.

Early Challenge

Getting mail and special messages from one point in the nation to another had always vexed and challenged Americans. Establishment of post roads, as we have seen in earlier articles in this series, was designed to speed trade, commerce and communication. As the growing country reached ambitiously to the Pacific it sent its mail by ship down through the Caribbean, thence across the Panama portage, and by ship pick-up again to California. This method took 22 days or more and did not wholly satisfy the set-



tlers, particularly those who were staking their futures on California. By 1850, the year after the heaviest of the gold rush migrations, mail routes had been opened as far as Salt Lake City.

Senator Led Drive

One of the leaders of the movement for faster mail service from California was Senator William McK. Gwin. The story is told of his taking a horseback trip with the general superintendent of Russel, Majors & Waddel, a freighting outfit which had done very well in transportation over the road via the Overland Trail. This firm of freighters had grown from the activities of two teamsters, William Russell and Alexander Majors. They had hauled stuff to the Army in the early days and had done well for themselves.

The superintendent of the teamsters, one Ficklin, was said to be keen for a pony express service and told his story to the Senator. Shortly thereafter the California Senator tried to forward the scheme through congressional action. He would have service between San Francisco and St. Louis on a weekly basis with \$500 for each round trip.

By this time the nation was threatened with a civil war and so the bill for a fast mail route died in the pigeon-hole of a Military Affairs Committee desk. But in 1859 a conversation between Senator Gwin and William Russell led to the proposal to establish a pony express route as a private enterprise. Russell is said to have talked his partners into going into this enterprise, a matter they considered of highly dubious financial promise. That they were correct was proved a year and a half later when the enterprise folded and the firm had sunk \$300,000 into it.

Crack Riders Hired

But having talked his firm into the matter, the company which had extensive knowledge of horses, men, freighting and transportation in pioneer days turned to and threw its

resources into making the enterprise a success. The first step, of course, was to build an organization.

To assure speed, it was necessary to hire crack riders and fast horses—and plenty of them. Stations were established, nearly 200, with 420 horses, 400 station men and aides, and 80 first-class riders.

'Orphans Preferred'

In building their organization the company officials ran this advertisement:

Wanted—young, skinny, wiry fellows, not over 18; must be expert riders, willing to risk death daily. Orphans preferred. Wages \$125 per week.

This wage may be a misprint some place along the line because other historians say that the wages were \$100 to \$150 per month, which seems more probable than \$125 per week.

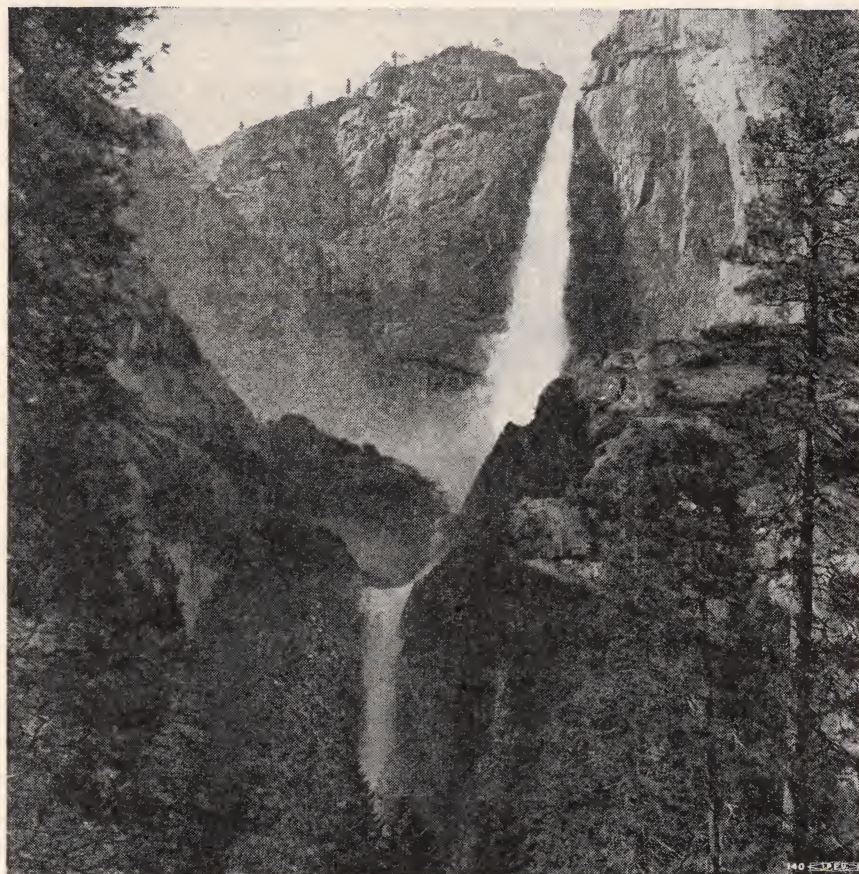
Letters had to be protected against wind, weather, rain and horses'

sweat and so were wrapped in oiled silk. First postage for mail was \$5 per ounce, but this was later substantially reduced.

The big day for the start of the Pony Express was April 3, 1860, and the focus of attention was the thriving Missouri town, St. Joseph. The first express rider was regaled in embroidered red shirt, fringed breeches and silver spurs. But he is said to have changed when he was aboard a steamer that was to take him across the river. The riders wore practical clothing and did not bother with fancy regalia while on the road.

A Big Wager

A colorful tale is told of a \$50,000 wager made by one of the company officials who claimed that the Pony Express rider could traverse the distance from St. Joe to Sacramento in 10 days. It was a dramatic time when 9 days and 22 hours later the rider had not shown



Just off the Overland Trail drivers may see this scenic grandeur in Yosemite Park.

up. But, like a frontier movie thriller, the rider came charging into his destination just one hour under 10 days flat—and some writers say just 20 minutes before the deadline.

The new Pony Express company had to learn from experience the best way for man and beast to make a maximum of time. The first days of the route each pony was used for 25 miles, but this was found to be too long to be consistent with maximum speed and so the distance was virtually cut in half. Seventy-five miles per rider with a half-dozen horses was the usual stint per day.

Cody Most Famous

Reports differ as to whether or not the riders were armed. Some say they carried rifle, revolver, and knife, while others say that they depended on speed for their protection. William F. Cody, known as "Buffalo Bill," is credited by the Sunday supplements with being one of the most famous of express riders. But reliable authorities and historical experts on American roads and trails point out that Cody was only 14 years old at the time the Pony Express operated. He did work for the freighting firm Russell, Majors & Waddell as an office boy and may have run some errands on horseback, but no records, according to modern histori-

ans, exist showing that he was a rider on the Pony Express of 1860-61.

One of the interesting sidelights of the Pony Express is the strict moral code imposed on the riders by the express firm. The company



Here is a typical stage of the Concord type used on Overland Trail.

forbade their riders to drink, gamble or swear. At least they forbade them in theory, but some of the station men were said to have been wild outlaws and few will believe that the strict code was adhered to. The firm went even further and made the riders give a pledge which has become quite famous. The Pony Express rider's pledge reads:

"I, ———, do hereby swear, before the Great and Living God, that during my engagement, and while I am an employe of Russell, Majors & Waddell, I will, under no circumstances, use profane language; that I will

drink no intoxicating liquors; that I will not quarrel or fight with any other employe of the firm, and that in every respect I will conduct myself honestly, be faithful to my duties, and so direct all my acts as to win the confidence of my employers. So help me God."

Hair-raising tales are told of adventures of express riders, but in all the time the route was in operation only one mail turned up missing. And that was recovered subsequently.

The Pony Express was operating when Abraham Lincoln became sixteenth President of the United States. This was a time of grave apprehension in the Union with war clouds hanging low on the horizon. The Pony Express carried the news of President Lincoln's election over the road in eight days and set a new express speed four months later when it took Mr. Lincoln's inaugural address across the Overland Route in 7 days and 17 hours.

Carried War Orders

The Pony Express took news of these swift-moving events to California and later the orders to military commanders in the western territories when the War Between the States did break.

But by mid-year 1861, the inevitable march of progress, certainly as far as communications were concerned, overtook the Pony Express in an important part of its route. For the telegraph wires had reached to Fort Kearney. The Pony Express would pick up messages and carry them westward from that point. By September the telegraph wires had stretched out to Fort Laramie and in October wires were joined, coming from one coast to the other—the Atlantic and the Pacific were at last united in wire communication. And thus with communications reaching from coast to coast, the chief reason for the Pony Express had vanished. But this colorful adventure left a thrilling chapter in American history.



Scotts Bluff National Monument rises majestically on the route of the Overland Trail.



Support for TVA From N. Y. Times

When the House of Representatives recently voted, 192 to 105, to approve work on a big new steam plant for the Tennessee Valley Authority, *The New York Times* commented:

"The split was almost along party lines. The House Republicans seemed to be as convinced as ever that TVA ought not to meet its growing power requirements by the use of steam. There just didn't happen to be as many Republicans in the House as there were last year (when the project was voted down)."

The Times declared that "the argument for the new plant was good last year and is still good this year."

Noting that TVA has had some steam in its system from the beginning, *The Times* reported that "last fiscal year, which included a season of unusually low water flow, about 17 per cent of the power generated in TVA's total system came from steam."

"Had it not been for this steam power," the newspaper pointed out, "TVA's industrial, municipal and cooperative consumers would have gone short."

The Times concludes its remarks on the new TVA project by commenting that the "real animus of the attack on the new Johnsonville project comes from a belief that TVA was a mistake from the start and that further expansion ought to be halted."

"After 16 years, this argument is somewhat out of date."



Educators Flunk, Tots Get a Laugh

Here is a true story which will give school children in Missouri a good laugh, but provides nothing but discomfort for the State Department of Education. Credit for an amusing and amazing story is due John H. Shea, publisher of the Lexington (Mo.) *Daily Advertising-News*.

Recognizing Mr. Shea's story in its editorial columns, the *St. Louis Post-Dispatch* reports that the State Department of Education has flunked in eighth grade arithmetic. Of 50 questions submitted to the department, it seems, seven

of its answers were wrong. The questions and the State Department of Education's incorrect replies:

Find the number of board feet in a plank 2 inches in thickness, 18 inches wide and 10 feet long.

The Department of Education's answer—5 board feet.

Correct answer—30 board feet.

Find the area of a round mirror with a radius of 12 inches. The Department of Education's answer—434 $\frac{2}{7}$ square inches. Correct answer—452 $\frac{4}{7}$ square inches.

Find the volume of a cone paper drinking cup whose diameter is 4 inches and whose height is 6 inches (use 3.14). Department of Education's answer—25.16 cubic inches. Correct answer—25.12 cubic inches.

What would be the selling price of a car invoiced to the dealer for \$1,240 if the dealer is allowed a profit of 15 per cent? Department of Education's answer—\$1,446. Correct answer—\$1,426.

Find the interest on \$1,960 at 6 per cent for one year. Department of Education's answer—\$98. Correct answer—\$117.60.

Copy in columns and add: 8.705, .75, 9.4 and 4.86. Department of Education's answer—23.915. Correct answer—23.715.

Divide $2\frac{1}{3}$ by 8. Department of Education's answer—14. Correct answer— $\frac{7}{24}$.

If the teachers followed the department's answers as a guide, Mr. Shea calculates, a student making 12 mistakes of his own and charged with the state's seven incorrect answers would fail instead of receiving the good grade he would earn.

The *Post-Dispatch* concludes that the Missouri Department of Education has earned a fair-sized duncecap.



Finds Autos Stress Comfort, Not Design

After looking at the 1949 automobiles, the *New York Times* takes occasion to say that the engineering departments "have been influenced to an encouraging extent by the requirements of the driving and riding public rather than by the dreams of the futuristic artist." This, says

the paper, is a good sign "both for the maximum enjoyment of the motor vehicle and for the safety of its operation." Streamlining is a better sales word than an actuality, declares the *Times*, and "always will be until the under side of the motor car, where many cavities set up turbulence, also is streamlined." The editorial concludes: "So many millions of us spend so many hours a day or a week in our automobiles that design which puts emphasis on true comfort, ease of operation and visibility is important."



Birth Rate Continues To Confound Experts

The *Terre Haute Advocate*, Indiana labor weekly, remarks that the population growth of the United States continues to confound the experts, "who predicted, during the 1930s, that a falling birth rate would lead to an equilibrium between birth and death rates by 1960."

The percentage of our population of those 65 years or older continues to grow appreciably, the paper states. In 1900 there were only 3,000,000 people in that classification. In 1940, there were 9,000,000. "Every state has shown an increasing density of population, but the relative increase has varied," the paper states. "In Vermont, it was only 4 per cent, but jumped more than 200 per cent in Florida and the states of the Far West."



Are Land Grant Schools Swindling Uncle Sam?

Labor, weekly newspaper of the rail brotherhoods, says that "if anyone should play square with Uncle Sam it should be the 'land-grant colleges' and state universities—which have received immensely valuable gifts from the Federal Government."

"Yet, the Veterans' Administration charges, these colleges have been and are cheating Uncle Sam on the 'tuition fees' he pays them for educating veterans."

"The land-grant colleges were born with the aid of Uncle Sam. He gave them vast tracts of land, to provide them with an assured income. Since then, Congress has granted them large funds to help support their agricultural, 'home economics,' engineering and other training."

Labor-Favored Solons in News

FRRIENDS OF LABOR numbered among the new members of the 81st Congress are making news these days with their participation in committee and floor work and in sponsorship of legislation. In the January and February issues of THE INTERNATIONAL TEAMSTER there were presented brief notes on a number of labor's new friends in Congress who were elected with labor support last November. With this issue of the journal, activities of eight more congressmen are noted.

James Noland

One of the youngest of the new members is Congressman James E. Noland of Indiana's Seventh District. Mr. Noland, a Democrat, defeated Representative Gerland Landis in the 1948 election. Landis would be chairman of the House Committee on Education and Labor had both he and his party, the Republican, succeeded in the 1948 elections.

A veteran of World War II, Congressman Noland was educated in Bloomington high school and at Indiana and Harvard Universities. He served in the Army Transportation Corps at the New Orleans Port of Embarkation and aboard ship assigned to overseas theaters. Mr. Noland was backed by young voters and veterans particularly in the 1946 election in which he narrowly missed unseating Congressman Landis. The labor position of Landis weakened the Republican position and Noland with heavy labor support was able to defeat Landis by more than 11,541 votes in 1948. Congressman Noland is 28 years old. He is a member of the Veterans Affairs Committee.

Harry Davenport

Pennsylvania did a good job at the polls in November in sending friends of labor to Congress. Several have been mentioned in this series

Congressmen Elected with Labor Support Serve On Key Committees; Readers Are Introduced To Eight More Union Supporters on Capitol Hill

of INTERNATIONAL TEAMSTER articles. Another is Representative Harry J. Davenport of Pittsburgh, representing the 29th District. Mr. Davenport's campaign aroused national attention last fall because he was pitted against the Republican incumbent, John J. McDowell of the House un-American Activities Committee.

Congressman Davenport was born in Pennsylvania at Wilmerding in 1902 and attended parochial schools and McKeesport high school. He is publisher of the East Liberty Shopping News and is regarded as a real friend of labor in Pennsylvania. Labor went all out in his district to help Mr. Davenport oust McDowell, a task which was accomplished handily with 10,000 votes to spare. Congressman Davenport is interested in public works and conservation. He is on the Public Works Committee of the House, serving on the subcommittees for Rivers and Harbors and Flood Control. Mr. Davenport is married and has a daughter, Peggy Ann, and two stepsons, Jerry and Tony.

Cleveland Bailey

Labor asserted itself in West Virginia last fall and sent some strong representatives to Congress. One man returned from that state had served in the 79th Congress, but was defeated for reelection in 1946. He is Congressman Cleveland M. Bailey, Democrat, from the Third District.

Congressman Bailey is a member of the Education and Labor Committee and has been devoting his time recently in hearings on the minimum wage. Coming from a

state in which labor plays an important role in state affairs, Mr. Bailey is fully familiar with the problems of the workers. Born in West Virginia, Mr. Bailey was educated in Virginia and in Pennsylvania colleges. For 15 years he was editor of the *Clarksburg Exponent*, a daily newspaper, and has served his state in financial matters as assistant state auditor, state director of the budget and in other capacities.

He is a member of the National Association of State Auditors, National Council of State Governments, National Education Association and other professional and fraternal organizations. He has five children, one of whom is an officer in the U. S. Marine Corps, Col. J. R. Bailey, who was decorated for combat flying in the Pacific.

Mr. Bailey served in the 79th Congress and is returning as a "new" member of Congress although not in fact a first term.

Anthony Tauriello

The state of New York is responsible for a number of energetic labor-backed members of the House of Representatives in the 81st Congress. From the Buffalo area come two congressmen who campaigned on a repeal Taft-Hartley platform—Anthony F. Tauriello and Chester C. Gorski, both Democrats.

Anthony F. (Jack) Tauriello represents the Forty-third New York district and comes to Congress after wide experience in public affairs of his community. Born in Buffalo in 1899, Mr. Tauriello went to school in Buffalo and law school in Cumberland University of Lebanon, Tenn. He was a member of the

Board of Supervisors of Erie County, New York, 1933-37, and councilman from the Niagara district of the common Council of Buffalo, 1937-41, 1948 and served as city treasurer, 1942-45.

Congressman Tauriello won labor and liberal support through a forthright liberal platform which called for reduction of living costs, extension of social security, modification of the income tax law, low-cost housing, federal aid to education, increase of the minimum wage law, and repeal of the Taft-Hartley law. He is a member of the Committee on Expenditures in the Executive Department.

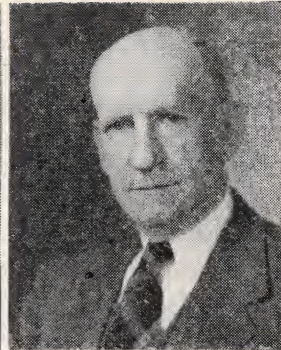
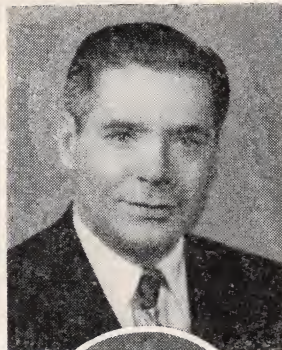
Chester Gorski

The career of Congressman Chester C. Gorski, Democrat, representing the Forty-fourth New York district, parallels in many respects that of Mr. Tauriello. Born and educated in Buffalo, Mr. Gorski has been active in local affairs there. He was a member of the Board of Supervisors of Erie County, 1941-45 and of the Buffalo city council, 1946-48. He was minority leader of the Board of Supervisors, 1942-45 and minority leader of the Common Council, 1946-47, and majority leader in 1948.

Endorsed by the AFL and the CIO, Mr. Gorski won election in his district by 10,582 votes in a district which for the past four terms had been overwhelmingly Republican. He campaigned on a liberal platform which asked repeal of Taft-Hartley, extension of rent control, wage-hour improvements, and increased Social Security benefits. He won the Post Office and Civil Service Committee.

Christopher McGrath

Christopher C. McGrath from New York's Twenty-sixth district (the Bronx), brings a wealth of both legislative and judicial experience to the post of congressman. He served in the New York state legislature eight years and in 1935 was chair-



Top row, left to right—
McGrath, N. Y.; Dav-
enport, Penna., and
Bailey, W. Va.



Bottom, from left—
Noland, Ind.; Gorski,
N. Y., and Tauriello,
N.Y. Left, Murphy, N.Y.



man of the committee on public education.

In 1935 he was elected municipal judge in New York City for a ten-year term and in 1945 was reelected for another ten-year term which would expire in 1955. He was endorsed by all labor organizations in his candidacy for a seat in Congress.

Born in New York City in 1906, Judge McGrath was educated at the Clason Military Academy and at Fordham University. Congressman and Mrs. McGrath have six children. They live at 3254 Parsifal Place, New York.

Isidor Dollinger

Another liberal from New York City also represents a Bronx district, the Twenty-fourth. This congressman is Isidor Dollinger, Demo-

crat, and strong champion of civil rights. Congressman Dollinger served in the New York Assembly, 1937-44, and in the New York Senate, 1945-48.

Congressman Dollinger lost no time in translating some of his ideas of legislation, particularly in the civil rights field into bills. He is the author of a number of proposals, including some aimed at eliminating segregation in Federal financed housing projects and in educational institutions receiving Federal Aid. He also is the author of a Taft-Hartley repealer. Congressman and Mrs. Dollinger have one child. They live at 1700 Crotona Park East, the Bronx.

James Murphy

From another part of New York comes a liberal representative, Dem-

ocrat James J. Murphy of the Sixteenth district, which includes lower Manhattan and Staten Island. This district includes the biggest shipping area in the country and Congressman Murphy himself has for 28 years been engaged in the import-export business.

Mr. Murphy was born in Brooklyn 50 years ago and received his education in Brooklyn. He served on the Mexican border with the New York Cavalry and in France with the 27th Division in World War I. He has a son and a daughter, both of whom were in the armed forces during World War II.

Liberal Platform

Although representing a district which has a great many Wall Street financial interests and big shipping interests, Mr. Murphy campaigned on a liberal platform including a promise to help repeal the Taft-Hartley act. The Murphy district had been represented by Ellsworth B. Buck, an arch-conservative, who retired and did not stand for reelection. Congressman Murphy, Democratic candidate, defeated the Republican candidate who aspired to succeed Buck. Representative Murphy is on the important Merchant Marine and Fishers Committee, serving on the subcommittee on Maritime Affairs and the U. S. Coast Guard, and Fisheries. He lives at 3 Park Lane, Grymes Hill, Staten Island.

A Sign of
UNION SUPPORT



Support this
UNION SIGN

A Few Words of Wisdom

Congressman Christopher C. McGrath of New York in a statement to THE INTERNATIONAL TEAMSTER, makes a strong plea for justice to labor. Said Mr. McGrath in his comment on current labor legislation before Congress:

"The dignity of the human being who earns his livelihood by the sweat of his brow is now recognized. Better labor laws have finally placed him in his rightful position, and it is now incumbent upon those in Legislative Halls to see that the progress of the past is not halted and to repeal anti-labor legislation such as

the Taft-Hartley law, which was just the beginning of the end of labor had the members of that Congress been reelected. We do not stand still in life. We either go forward or backward. Labor was pushed backward unfairly in the 80th Congress. The people in a strong voice have urged labor onward so that the duty of the 81st Congress is to make up the ground that was lost and then to go forward so that we have a just labor law—the reenactment of the Wagner Act with some additional benefits to be worked out by Congress and Labor."

'We Will Not Be Deceived ...'

Truman Raps Tactics of 'Special Interests' In Their Fight to Block Taft-Hartley Repeal

Following are excerpts from President Truman's Jefferson-Jackson dinner speech, in which he denounced "die-hard reactionaries" who are slowing repeal of the Taft-Hartley Act:

"It is important that the American people should be aware of the tactics that the special interests are using to obstruct our programs.

"Right now the special interests are using every trick they can think of to defeat our labor policy.

"All the oratory in the world won't change a bad law into a good law.

"When the Taft-Hartley act was before Congress, a Republican senator called it 'a device for making unions so weak they cannot carry on effective collective bargaining.'

"That was true then, and it is true now.

"The Taft-Hartley act is an insult to the working men and women of this country and they will not rest until it is destroyed.

"After the election, I thought we would have the cooperation of our

Republican friends in this effort. I felt sure that the Republican party would be anxious to throw the Taft-Hartley act overboard faster than the sailors got rid of Jonah. I am beginning to think that maybe I was wrong about that.

"The Democratic party, in its platform, is solemnly committed to work for repeal of the Taft-Hartley act.

"We are working for its repeal, and with the support of fair-minded Americans, regardless of party, we will continue to work for its repeal until it is replaced upon our statute books with a labor law that is fair and decent.

"The same die-hard reactionaries who want to cripple labor unions have also started a campaign of confusion against all our other measures for the welfare of the people.

"We will not be deceived by their propaganda. Despite their efforts to confuse, we will enact the programs to which we are committed.

"We can and will provide a better life for our people."

Norfolk Teamsters Win Safety Honors

Five drivers who are members of Local 822, Norfolk, Va., received safety awards recently from their employer, the Merchants Trucking Co.



Top awards were received by Sam Upton, longtime member of the Local, who received honors for 18 years of accident-free driving. Other Teamsters honored were:

P. S. Taylor, an award for six years of accident-free driving, and O. S. Ewell, W. C. Bell and Rufus Jones, for five years of driving with no preventable accidents.

Brother Upton's accomplishments as a driver was praised particularly by the trucking company, which described his record "as one of the best in the country."

He has been a member of Local 822 since November, 1938, and serves as shop steward.

Lauds Progress Of The Teamster

From Pasedena, Calif., has come an encouraging note to the TEAMSTERS. The letter, from Mrs. Edith Davis, is addressed to Daniel J. Tobin, editor, and says:

"May I congratulate you and your staff on the noteworthy improvements made on THE INTERNATIONAL TEAMSTER during the last several months; and especially on the series of articles on historic roads throughout the United States. They are extremely interesting and very well done.

"The picture of President Truman and Alben Barkley, which you ran in the December issue, deserves a reprint in *Time* or *Life*. President Truman, standing under the light, looks as if he had a halo over his head."

St. Paul Teamsters Are Honored

Martin Larson Named Minnesota "Driver of Year"; Other Teamsters Receive Awards for Safety

Safety records are winning honors and prestige of teamsters in St. Paul, Minn. Top award has gone to Martin Larson, a member of Local Union 975, chosen as Minnesota's "driver of the year."

Brother Larson has an 18-year record of 1,135,700 miles of accident-free driving and a highway lifesaving act to his credit. He drives for the Indianhead Truck Lines of St. Paul.

About a year ago, Brother Larson stopped to investigate an overturned vehicle near Throp, Wis. He freed a man pinned beneath the wreckage, revived the victim and later was credited with saving the man's life.

His record will be sent to Washington to compete with other drivers throughout the nation for the "driver of the year" awards.

Others Recognized

Eleven members of Local Union 756 in St. Paul have received safety awards from their employers, two coal distribution companies, for 10-year no-accident records. They are: Fleming L. Fletcher, Frank Levindusky, Theodore Lonien, Oscar Torgerson, Owen Overbolt, Henry Dahl, Noel Derosier, Paul Grossklaus, Edward Kendall, John Kolsrud and Cliff Olson.

And, 50 members of Local Unions 120 and 975 have been honored with safe driving awards from their employer, the St. Paul Terminal Warehouse Co. The members are:

William Kohlman, Andrew Windisch, Lionel Bourquin, Eugene Keller and Rhynard Miller, eight years of service; Herbert Gall, Edward Gaffney, Frank Bickford, Ruben Loftus, Steven Baloga, LeRoy Cannon, Edward Maynard, Leonard Anderson and Melvin Gramhill, seven years of service; Earl Drake, Claude Abel and George Heuer, six years of service;

Paul Kirchner, Harold Rittenhouse, Arthur Murphy, John Dempsey, James Cowing and Floyd Hurlburt, five years of service.

Thomas Bawden, Edward Danielson, Carl Gelderman, Joseph Haubenhofer, Chester Padden, John Fitzgerald, Richard Patraw, Harold White and Milton Paul, four years of service; Patrick Corrigan, Joseph Amon, William Mulligan and Harold Prescott, three years of service.

Willis Mason, Raymond Tavernier, Robert Quinn, Robert McBean, Mark Connolly, Neil Sullivan and William Yezek, two years of service; Edwin Carlson, Anthony Jansen, Matthew Frascione, Leonard Warnecke, Elmer Roban, William Kulkey and Frank Rowe, one year.

The Teamsters honored constituted 75 per cent of all the drivers employed by the firm.

Rescue Work Wins Teamster Award

For saving a farm youth who had been trapped in the flaming cab of an overturned truck, Bernard DeBauche, member of Local 75 of Green Bay, Wis., recently was named "driver of the month" by Wisconsin Motor Vehicle Department.



DeBauche

Glenn Shambau, 19, was driving his father's truck, loaded with corn, when the steering gear went haywire and the truck overturned. Young Shambau was pinned in the cab, flames began shooting from beneath the hood.

Brother DeBauche, driving along the highway, stopped and put out the flames, then released Shambau.

Teamsters Move Gifts From France



Members of Local 557, Freight Drivers and Helpers Union, voluntarily contributed their manpower in transferring the thousands of gifts from a car of the "Gratitude Train" to the Enoch Pratt Library in Baltimore. Included among presents from the people of France were art objects, vases, paintings, souvenirs and family heirlooms. The gifts were sent to this country by the French public in appreciation for food sent abroad last year on the "Freedom Train." A boxcar for each state was brought to America. Trucks manned by Local 557 for the Baltimore transfer were made available by the Davidson Transfer & Storage Company.

"Nothing Wrong With the Ladies"

Walter V. Sutterlin, member of Local Union 249, Pittsburgh, who was named Pennsylvania's "Driver of the Year" in the 1948 contest sponsored by that state's motor truck association, was quoted recently in the *Pittsburgh Press* as saying, "There is nothing wrong with women drivers if—when you see them coming—you give them a lot of room."

Sutterlin, who has driven more than a million miles without so much as a scraped fender, was commended for cool thinking a few years ago by the Pennsylvania state police for swerving his truck into a ditch to avoid hitting three wreck victims.

His advice to drivers is to keep below 50 miles an hour on most highways. "If you go up to 55 or 60, you're only hurting the car," he said. "And if somebody wants to pass, let them go. You could scare them, but it isn't worth it."

Teamsters Help Win Battle of Blizzards

(Continued from page 9)

After spending two nights in the truck, Jamison started walking in waist-deep snow toward Evanston, Wyo. He found a cabin which had been built by the WPA and, since there was no fuel, chopped up one of the wood bins to build a fire.

When planes flew over, Jamison signalled frantically. At the time, he figured they had not seen him, but, the next day, a rescue squad from the Evanston Veterans of Foreign Wars post succeeded in reaching the cabin and assisted the Teamster to Evanston.

In the aftermath of the winter disaster, observers saw both dark and bright sides. There were fears of a fast thaw which could bring heavy floods. But slow thaws could help the nation's "breadbasket" almost as much as the blizzards had harmed it by providing plenty of

water for crops and grazing ranges. Come Spring, Mother Nature will have an opportunity to redeem herself after her Winter binge.

Dollar losses from the Winter's storms will prove staggering, if they can ever be completely totaled. But the rescue operations, the truck drivers' mercy missions, the warm spirit of cooperation by military and civilian forces and the grit and spirit of the ranchers themselves saved the West from a major disaster.

They will talk about the great blizzards of '48 and '49 around the fireplaces for many years to come. And, when they're reminiscing about how the ranchers pulled through, the Teamsters—the fellows who made the trucks keep moving—will be remembered as star players on a team which won one of the most dramatic games against nature in history.

Joint Council 68 Revived in Atlanta

(Continued from page 12)

treasury. Second, they voted a per capita tax of 30c per member per month to give the Council an income.

It is the intention of these three Local Unions to act as one body, coordinating their efforts collectively under a full-time Business Agent who will give Joint Council 68 direction. Thus the six Teamster Business Agents in Atlanta will be at the service and disposal of each Local Union, acting as an organizational unit under the direction of the Joint Council Business Agent, as well as carrying on their individual business.

This plan will go into effect on Monday, January 31, 1949, when Joint Council 68 holds the first combined Business Agent's meeting in its history.



The Wily Coyote Is An Elusive Target

AMONG predatory animals in the United States, the coyote holds a foremost position. This howling, dog-like animal kills more of man's cattle, sheep, game animals, horses, swine, and poultry than all other predatory animals combined.

Because of this, and because the coyote is an elusive, wily target, many hunters derive a double measure of satisfaction from coyote-sniping. While hunting methods vary in different localities, coyote hunters everywhere must have one item of equipment in common. That item is a precision rifle equipped with telescope sights and shooting bullets having a very flat trajectory. The coyote is a small animal, averaging less than 35 pounds, and generally he is bagged at distances ranging from 200 to 400 yards.

Huge Loss to Predators

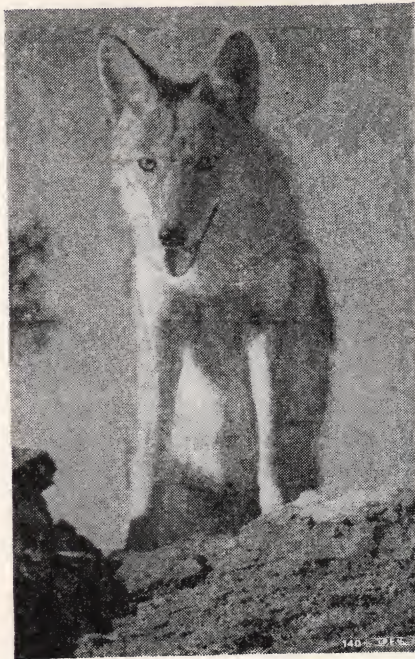
Illustrating the importance of the coyote as a killer of farm animals, the U. S. Fish and Wildlife Service recently estimated that the total loss to predators runs about \$20,000,000 a year, and that the coyote accounts for most of it. The agency also announced that under the federal-supervised predator control program during 1948, 99,452 animals were destroyed, of which 90,270 were coyotes. In the balance of the list were 7,223 lynxes, bobcats and ocelots, 744 bears, and 148 mountain lions.

Coyotes in the Western Hemisphere are found through approximately 7,200 miles of latitude, extending from Point Barrow, Alaska, to humid Costa Rica in Central America.

Must Study Habits

To be a good coyote hunter, knowledge of the animal's characteristics and habits is essential. One of the hardest and most intelligent of animals, the coyote has shown a positive genius for survival in the face of long-standing and ever-increasing attacks by man. Hunters rarely, if ever, get a second shot at the same animal. If the first shot misses, the coyote takes off like a hare and is a master at taking full advantage of the terrain while putting great distance between himself and the hunter in record time.

For hunting coyotes in desert regions, a heavy-duty car capable of taking severe punishment is essential. Many hunters



A rare shot of a coyote.

have successfully used war-surplus jeeps for getting into areas where coyotes are known to abound.

During winter, a less generally used method is to hunt the animals from horseback. When snow is on the ground, the coyote can be easily tracked. While very fleet on foot, the coyote does not have unusual staying powers and generally tires rapidly after a four-mile chase. However, such chases only infrequently result in success. If the coyote is on familiar ground, he has hiding places in which to take refuge.

New Technique Employed

A comparatively recent technique for bagging coyotes employs a light plane. In Montana's Milk River Valley, near the Canadian border, the government has used two-way radios, mounted on a plane and a jeep, in its coyote-control work. The varmints had been taking a heavy toll of livestock in the region.

Pursuing coyotes in a radio-equipped jeep, the hunter was supported by a low-flying Taylor-craft plane. The jeep-borne hunter cornered two coyotes, directed the plane to the area by radio, and while the

airborne hunter killed one animal, he finished off the other with his shotgun.

On another occasion, a ground hunter had difficulty in following a coyote running along a high rocky ridge. Circling overhead, the pilot observed the coyote outsmarting the hunter by reversing his course. Radio directions from the air informed the ground hunter, who made a short cut with his jeep, running the coyote off the rim of the ridge. The plane then swooped down for the kill.

Farmers and ranchers who have intense dislike for coyotes, because of the havoc they wreak, don't ordinarily employ the same methods used by the sportsman hunter. One of these less strenuous methods involves the placing of a dead game animal at a spot where coyotes are known to have passed. When the carcass begins to turn a little putrid, it acts as an irresistible lure to coyotes from miles around. The hunter then simply takes his position in a secluded spot to windward and knocks off the first coyote that approaches the "bait." Still another painless way to hunt coyotes is to take position in a high tree overlooking a known game trail and shoot the first varmint that comes into view.

Federal Program

In summarizing the Federal-supervised predator-control work last year, the Fish and Wildlife Service revealed that the highest kill was recorded in Texas, where a total of 28,605 predatory animals were destroyed. In California, 11,329 predators were killed. Poisoning, shooting, and trapping were the chief methods of control.

Predator-control work is done in cooperation with local groups, principally in areas where damage to agriculture is high. For each dollar of Federal money, the cooperators provided \$2.77. Cooperative funds consisted of appropriations from state finance agencies, individual counties, livestock associations, and private citizens.

Since 1915, the Federal-supervised program has accounted for the destruction of 2,213,766 predatory animals. To this figure must be added an uncounted number of the species *Canis latrans* (as the coyote is referred to in learned circles), whose obituaries have not been written by the average hunter.

Green Testifies

(Continued from page 19)

President Green would also have the committee change the language of the bill broadening it. Under the present writing, the bill, S. 249, cancels the jurisdiction only of the NLRB and Federal Courts in entertaining certain proceedings authorized by the Taft-Hartley act. In another part of the Taft-Hartley act, persons alleging damage by reason of certain types of secondary boycotts can sue in Federal courts and "in any other court having jurisdiction of the parties." This would seem to mean state courts and President Green believes the language of the new bill should be broad enough to foreclose liability for suits under Taft-Hartley.

In the matter of notice in Section 108 of the bill, Mr. Green said that notice indicated therein was not notice to an employer, but to a governmental body. Therefore, said the AFL president, the severe penalties which attach to an unfair labor practice should not be made applicable to a labor organization which may fail to give 30 days' notice.

President Green recommended the elimination of Section 108 entirely and that it be made a matter of "public policy" under another sec-

tion (204) that a 30-day notice be given of an intention to terminate or modify a collective bargaining agreement. He thought it "entirely unnecessary to force the giving of this notice by making a failure to do so an unfair labor practice."

The "duty" imposed by Section 204 on the part of employers and employees to exert every reasonable effort to maintain collective bargaining agreements and to participate in meetings of the U. S. Conciliation Service are matters of compulsion.

"If these suggestions," concluded President Green, "are adopted and the bill is passed, I believe Congress will have established the foundation for a national labor policy based primarily on faith in the free collective bargaining process as the principal means of achieving industrial peace and economic stability with a minimum of Federal interference or interjection into realms more properly supervised by local authorities. The bill will encourage collective bargaining instead of pretending to do so while actually discouraging collective bargaining and sponsoring individual bargaining as did the Taft-Hartley act. It was because of this attempt to promote diametrically opposed theories that the Taft-Hartley act was bound to fail."

Social Security

(Continued from page 18)

At today's wages, the limit of \$14.99 a month earnings imposed on those who draw benefits means that the man must quit almost entirely. Yet he still does not have enough income to live on. It seems that he certainly should be able to earn considerably more than this without losing his payments.

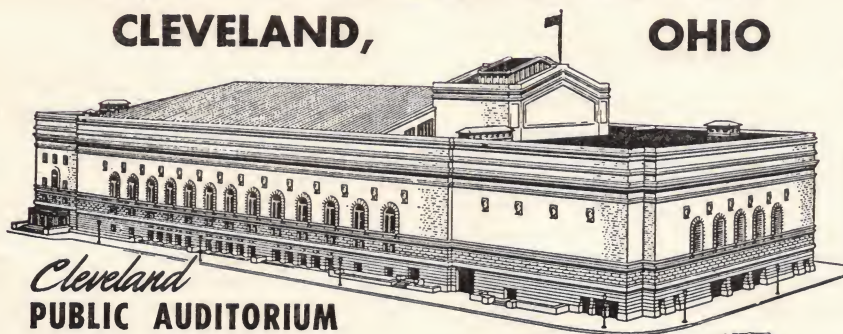
5. Benefits should be paid to the person who is unable to work.

The biggest gap in the Social Security Act, as it is now, is its lack of provision for the disabled person. As varied as the program is, there is nothing that can be offered to the man who is disabled and unable to take care of himself and his family. Even though he can never work again and is an added expense upon his family, nothing can be given him but sympathy.

The idea of Social Security is a new one in this country. Some said that the Government had no right to take such a position. When it first became a law, many were quick to say that it could not work because it would destroy a person's determination to take care of himself. They said the working man would rely too much on help from the Government; that he would decide to sit back to "let them take care of me." But it has worked. Most workers have wanted to work as long as they could, but have needed the help when they could no longer keep working. The man who has been unable to save enough to keep him, who has been unable to buy enough protection in the form of private insurance, now had a system that he can pay for and will give him just the protection he needs. When the law was first passed, it was agreed that changes would be needed in the future. Experience has shown what changes are desirable. Certainly these changes will go far toward the attainment of the goal we all want: security and protection for the man who works for a living.

UNION INDUSTRIES SHOW

MAY 18, 19, 20, 21, 22, 1949
CLEVELAND, OHIO



Cleveland
PUBLIC AUDITORIUM

THE WORLD'S GREATEST LABOR-MANAGEMENT SHOW

New Metal Cleaners Dissolve Corrosives

Two new phosphoric acid cleaners have both wetting and dispersion qualities. One is for wash-off or immersion type of cleaning and the other for wipe-off or hand application.

They emulsify oil and grease, penetrate the oil coating to the steel surface, where they dissolve rust and oxide with a reaction that leaves a protective iron phosphate coating. Welding flux, soldering acids and other corrosive salts are dissolved and neutralized.

★

Truck Cab Heater Has High Capacity

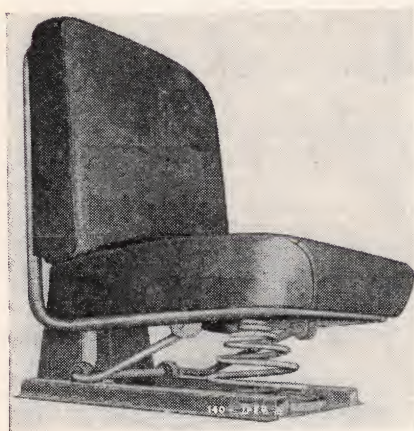
Capable of producing 25,000 B.T.U. per hour, a truck cab hot water heater delivers in excess of 200 cubic feet of air a minute, the manufacturer maintains. It is designed to provide an "all fresh air" intake, the company says, and its capacity is capable of delivering more than sufficient heat at sub-zero temperatures.

Pressurized heating and defrosting by the unit is completely controlled. Modulating type water valve with wire control is accessible to the driver to regulate temperature output.

★

Truck Seat Described As Great Aid to Comfort

Hailed by its manufacturer as the greatest aid to truck driving comfort since the advent of pneumatic tires, a new seat for drivers is in production. Made for most makes and models of trucks, the new seat has integral base and back support which requires no special brackets. The new design does not require removal of the gas tank for installation.



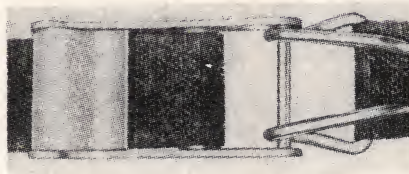
The new model has sponge rubber cushion and back and combines all the advantages of a former model by the company introduced a year ago for the advertised purpose of "taking the punishment out of truck driving."



Ride cushioning action is afforded by a direct double-action hydraulic shock absorber and comfort by a variable-rate coil spring accommodating a driver of any weight.

★

Load-Set Weblock Claims Many Uses



A load-set weblock recently introduced is said by its manufacturer to be a quick, modern method of tying down any load. With the weblock, the maker claims, much greater pressure can be applied to hold the load rigid in packing heavy cargo, since the device provides a 2 to 1 mechanical advantage.

In handling delicate cargo, the manufacturer continues, the weblock enables the user to adjust pressure to the exact amount permissible. The company says the mechanism will prevent any slackening or backlash after tightening.

The units are supplied with end hooks suitable for attaching to rings, pins, bars or other types of anchorage that may be available, the maker adds.

According to the producer, such loads as boards, panels, plywood, pipe and others

Names of makers of the products described on this page may be obtained by writing New Products, THE INTERNATIONAL TEAMSTER, 810 Rhode Island Avenue, N. E., Washington 18, D. C. In making inquiries, correspondents should specify items in which they are interested.

which are ordinarily difficult to handle present less of a problem when the weblock is used. Wrestling with knots also is eliminated, the manufacturer states.

★

Non-Metal Roofing Material Described

A non-metal roofing material of heavy mastic is said by its manufacturer to have a high resistance to cracks and leaks. The trailer roofing material is applied by spraying from high pressure air spray guns directly over a pressed fibre board base.

The roofing material remains pliable so that it tends not to be affected by structural movements of the truck, weather or abnormal temperatures. Yet, the maker says, it is dry and tough and may even be walked on.

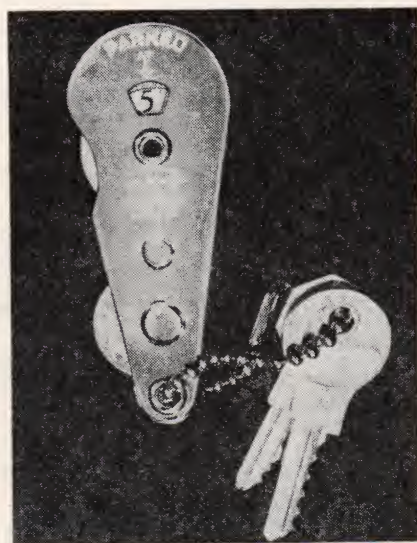
Simple application is claimed as another advantage for the material. With a pressed fibre board base, all that is necessary is to caulk and membrane the joints and spray a thick blanket one-eighth of an inch thick over the board. An aluminum spray can then be applied to make a bright and attractive finish.

★

Gadget Key Ring Keeps Tab on Parking Time

For persons who are inclined to forget what time they put the nickel in the parking meter, a new key ring has been invented and marketed to serve as a reminder of the exact time they left the car.

The gadget has numerals and an indicator at the top of the key ring holder. When you park, the indicator is set at the time the nickel is placed in the parking meter. Later, if you forget what time you parked, you look at the indicator.



And, for drivers who have a hard time finding another nickel to put in the meter, the gadget has a spot in which to keep an extra coin. The manufacturer says the item retails for a quarter.

Relax WITH US

He Then Hurried Back

Mechanic: "Well, good-bye, baby, I'm going out of town for a few days; what's your phone number? I'll call you up when I get back."

New Girl Friend: "Plaza 4144, and if a man answers—you stayed away too long."

★

Two Baseball Bats

Reporter: "What shall I say about the two peroxide blondes who had the fight at the baseball game last night?"

Editor: "Why just say the bleachers went wild."

★

Quite a Card!

Visiting Minister: "Well, well, I can see you're a bright little man. And how high can you count?"

Boy (proudly): "One, two, three, four, five, six, seven, eight, nine, ten, Jack, Queen and King."

★

We Ate There, Too!

Trucker: "I'll have a dollar dinner, please."

Waitress: "On rye or whole wheat?"

★

But Who Caught Who?

Wife: "Before we were married, George, you used to give me the loveliest presents."

Meal Ticket: "Who ever heard of a fisherman giving bait to a fish after he caught it?"

Pet-ty Larceny?

S. S. Attendant: "And now I'm going to steal a little kiss, baby!"

Pretty Motorist: "Let the crime wave begin!"

★

Straitjacketed Bullets?

The van driver, who was also the ace shot in his gun club, was passing through a small town where he saw evidences of the most amazing shooting. On trees, walls and on fences there were numberless bulls-eyes with the bullet hole in the absolute center. He asked to meet the person responsible for this marksmanship. The man turned out to be the village idiot.

"This is the most wonderful shooting I have ever seen," said the van driver. "How in the world do you do it?"

"Easy as pie," answered the village lame-brain. "I shoot first and draw the circles afterward."

★

He Then Headed Off

Waiter: "Mr. Brown left his umbrella again. I believe he'd leave his head if it were loose."

Manager: "Yes, I guess you're right. I heard him say yesterday he was going to Arizona for his lungs."

★

The Bald Truth

Woman's voice on phone: "Hello, are you Harry?"

Man: "Not especially, lady, but I'm a long ways from bald."

Sat a Dizzy Pace

Maintenance Superintendent: "How long have you worked in the garage?"

Mechanic: "Sixty-five years."

Maint. Supt.: "How old are you?"

Mech.: "I'm 40 years old."

M. Supt.: "How could you work for 65 years when you are only 40 years old?"

Mech.: "Lots of overtime!"

★

Could Be Verse, Though

A little bird sits on a tree
Now he flies away
Life is like that
Here today gone tomorrow

A little bird sits in a tree
Now he scratches himself
Life is like that
Lousy

★

The Lass and Lasso

She was waiting for him in the shadows of the hall. When he appeared she asked eagerly:

"What did father say when you asked him if you could marry me, dearest?"

"He didn't absolutely refuse," replied the young man sadly, "but he imposed a very severe condition."

"What was it?"

"He said he would see me hanged first."

★

Success Story

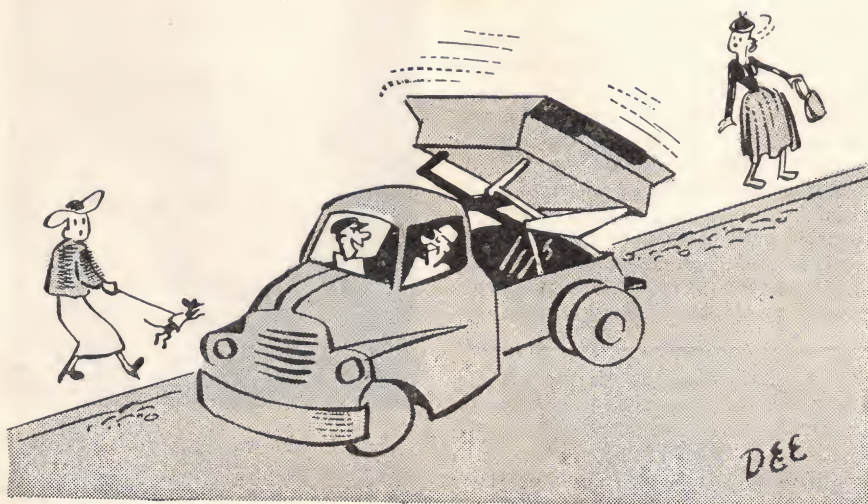
A college boy, after a good many years in the business world, retired with a comfortable fortune of \$60,000. He amassed this large sum through courage, enterprise, initiative, faithfulness, the careful investment of his savings, and the death of an uncle who left him \$59,999.50.

★

Capping the Climax

Donald and Mary MacTavish decided to adopt a child, and asked at the orphanage for a little girl. One was produced and Mary was about to close the bargain when Donald tapped her shoulder.

"Mary," he whispered, "let's take a wee lad. Hae ye forgotten the lad's cap we found on the train?"



Why don't you just tip your hat?

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- 6-8—Wide World.
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- 19—Wide World.
- 21—National Park Service.
- 22—Public Roads Administration and National Park Service.
- 29—Fish & Wildlife Service, E. P. Haddon.



*Memo to
a man with
a sore nose*

Congratulations, sir! Your bandaged beak is a badge of honor!

It's a symbol of service . . . a sure sign that you, like most of us these days, have been keeping your nose to the grindstone—working your hardest just to keep your family living the way you want them to live.

But what of the future? Your nose can't take it forever. Someday you'll want to retire, to follow the hobbies and take the trips and do the things that you've always dreamed of doing.

That's going to take just one thing

—MONEY! And will you have it when you want it?

You will if you're buying U. S. Savings Bonds *automatically*—on the Payroll Savings Plan where you work, or on the Bond-A-Month Plan at your bank.

With either plan, you're heading for real financial security. Month after month, regularly as clockwork, your money is saved for you.

It's just about the easiest, surest, fastest way of building financial security that anyone ever dreamed up.

And with U. S. Savings Bonds, you *make money* while you save it. Every \$75 Bond you buy today will be worth \$100 in just 10 years!

Of course, you can always buy Bonds at any bank or post office.

But the best way, the sure and steady way, is to buy 'em automatically!

Start doing it now! Keep on doing it! And in no time flat, you'll find that you're well on your way to a permanent separation of nose and grindstone!

AUTOMATIC SAVING IS SURE SAVING—U.S. SAVINGS BONDS



Contributed by this magazine in co-operation with the Magazine Publishers of America as a public service.



It's a family affair, *Talk it up to them*

Buy oil, gas and repairs only from gas stations and garages that display the Teamsters' Union Shop Card.

Talk it over with your family. Tell them to work with you in building better working conditions and wages for all. Talk it over with your brother union members. Let them know you are a real union man . . . one who works for the welfare of *all* union men.

All it takes is teamwork. A good, strong team that works together can't be beat. Now is the time to use that teamwork. We Teamsters, with our families, constitute a large and important purchasing power for any business. If we say . . . all together:

Spend your wages
the union way